SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

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www.scag.ca.gov

MEETING OF THE

ENERGY & ENVIRONMENT COMMITTEE

Thursday, September 2, 2004
10:30 a.m. – 12:15 p.m.

SCAG Offices
818 W. 7th Street, 12th Floor
Riverside A Conference Room
Los Angeles, California 90017
213. 236.1800

Agenda & Map Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Laverne Jones at 213.236.1857 or jones@scag.ca.gov

Agendas and Minutes for the Energy and Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

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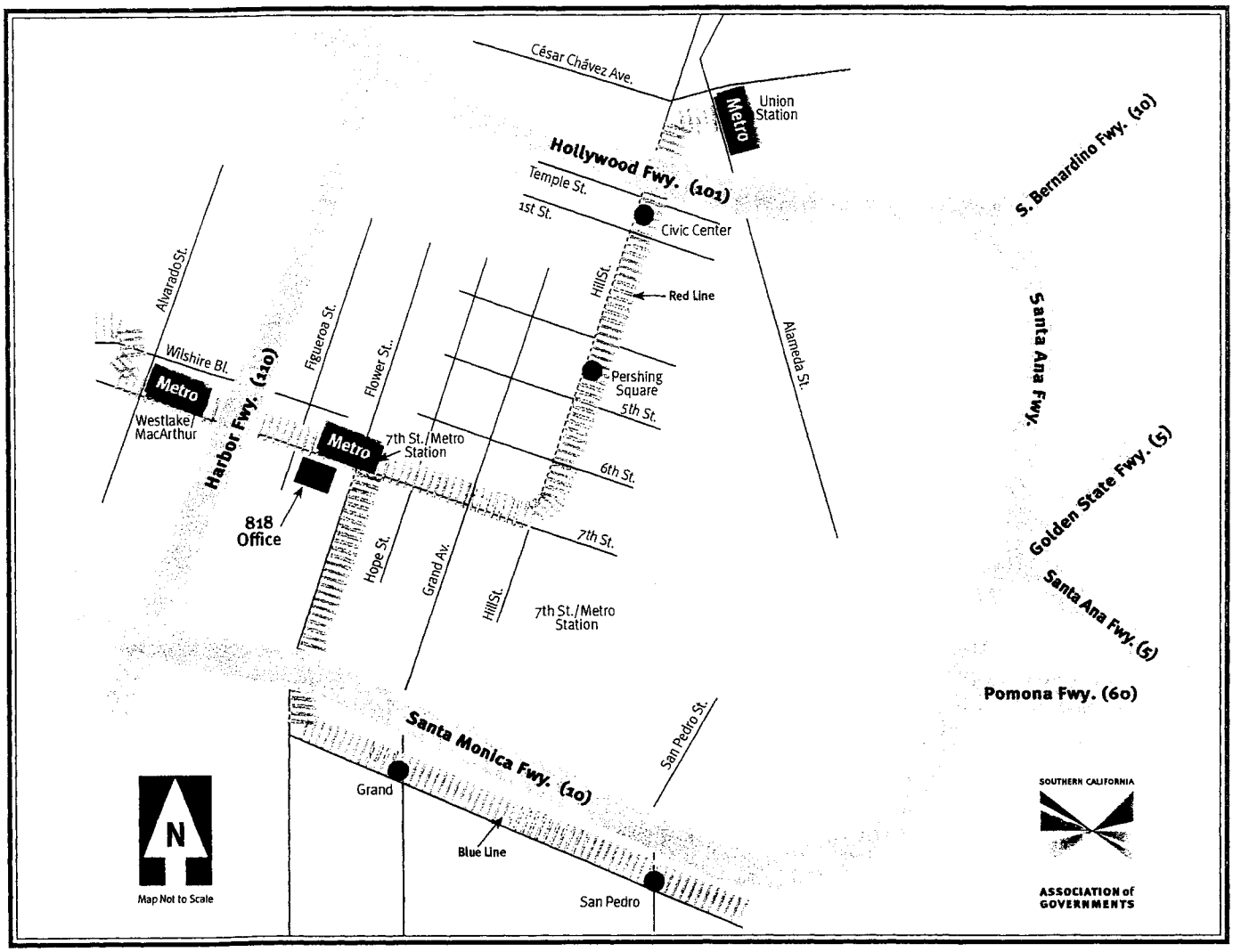
How to get to the Southern California Association of Governments



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- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

By Transit...

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SCAG Main Office:

818 West 7th Street 12th Floor Los Angeles, CA 90017-3435 (213) 236-1800 fax: (213) 236-1825

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Rev. 12/30/97

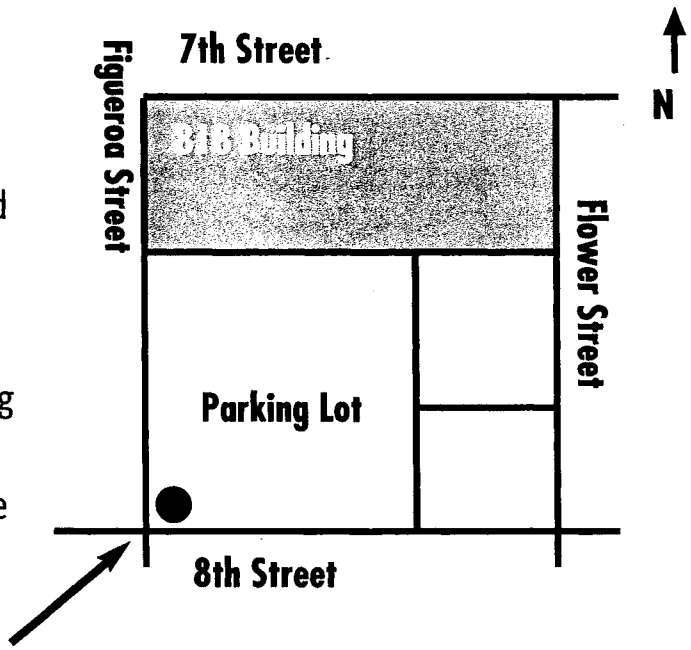
—POST IN YOUR OFFICE—

Emergency Evacuation Procedures:

1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.

2) The evacuation stairwells are shown below and on the maps on the back side of this flyer. The preferred evacuation stairwells are #2 and #3.

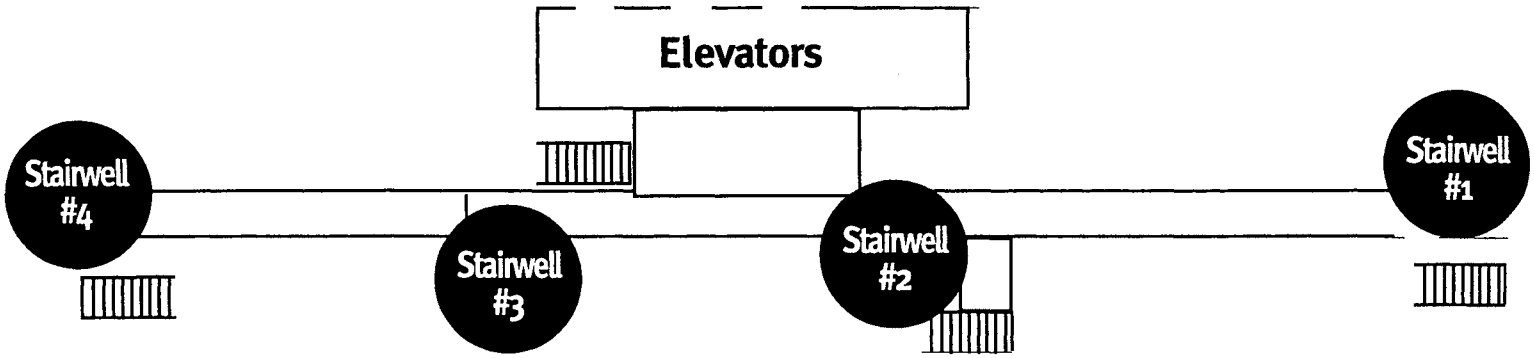
3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.

Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

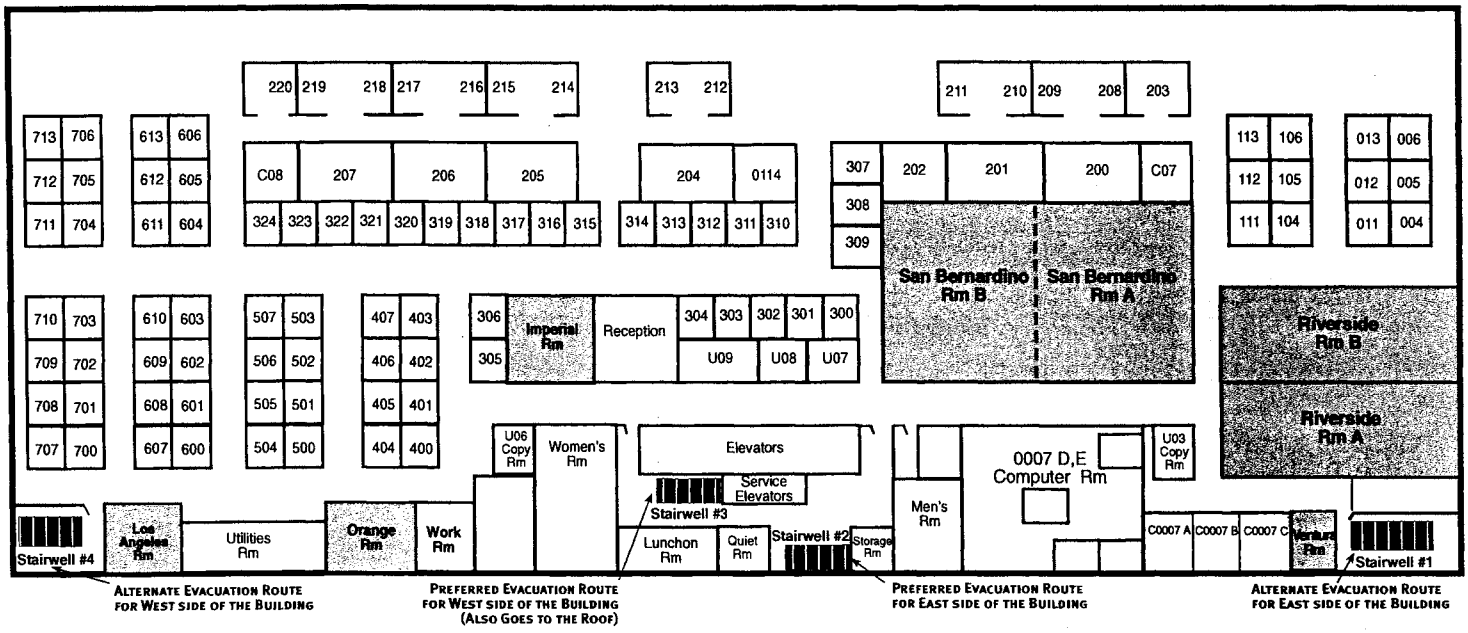
Upon meeting at 8th and Figueroa, roll will be taken. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



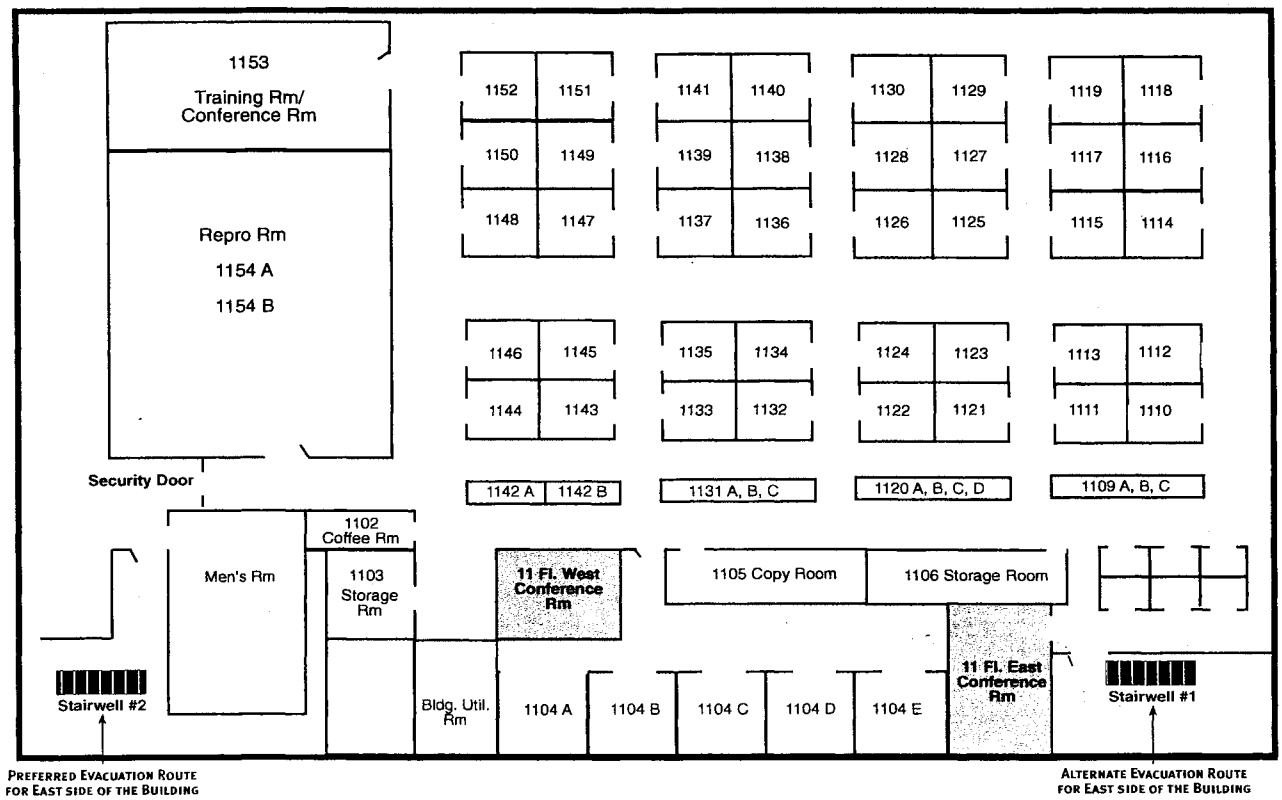
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

1450 3/C

SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		PAGE #	TIME
1.0	CALL TO ORDER		
2.0	PUBLIC COMMENT PERIOD **Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.**		
3.0	REVIEW and PRIORITIZE AGENDA ITEMS		
4.0	CONSENT CALENDAR		
4.1	Approval Item		
4.1.1	Action Minutes – August 5, 2004 **Attachment**	01	
4.2	Receive and File		
4.2.1	SCAG Legislative Matrix **Attachment**	05	
4.2.2	Intergovernmental Review Report (IGR) The Intergovernmental Review Clearinghouse Report is available on SCAG's web page. Copies of the Report are available upon request at SCAG.		

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
5.0	**ACTION ITEMS**			
5.1	2004 Regional Transportation Improvement Program (RTIP) **Attachment** Staff will summarize the determination of conformity for the 2004 Regional Transportation Improvement Program (RTIP). **Recommended Action:** Recommend that the RC approve staff's determination of conformity for the 2004 RTIP as part of Resolution #04-453-2.	**Ted Harris** **Associate Regional Planner, SCAG**	**10**	10 minutes
6.0	**INFORMATION ITEMS**			
6.1	Water Quality Study **Attachment** Presentation of study on regional water quality impacts due to new transportation projects and growth and land use changes.	**Prof. Arturo Keller, UCSB's Bren School of Environmental Science and Mgt.**	**17**	20 minutes
6.2	AB 2006 – the Reliable Electric Service Act **Attachment** Southern California Edison staff will present an update on AB 2006 – the Reliable Electric Service Act of 2004.	**Felix Oduyemi** **Southern California Edison**	**56**	20 minutes

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
6.3	Intergovernmental Review Year 2003 Activity Report **Attachment** Staff will present to the Committee a summary report on the Intergovernmental Review (IGR) Activity for the year 2003.	**Jeffrey Smith Sr. Regional Planner, SCAG**	**69**	5 minutes
6.4	Clean Cities Program **Attachment** The Partnership will present an update of the Activities of the Clean Cities Program.	**JoAnn Armenta The Partnership**	**100**	15 minutes
6.5	Regional Comprehensive Plan (RCP) **Attachment** Staff will give a brief report on the preliminary Work Plan for development of the RCP.	**Ashwani Vasishth Associate Planner, SCAG**	**101**	5 minutes

7.0 WATER POLICY TASK FORCE REPORT

8.0 CHAIR'S REPORT

9.0 STAFF REPORT

10.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

11.0 ANNOUNCEMENTS

AGENDA

	PAGE #	TIME

12.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held in the SCAG offices on Thursday, October 7, 2004.

ENERGY AND ENVIRONMENT COMMITTEE
ACTION MINUTES

August 5, 2004

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE.

Members Present	Representing
Ashley, Marion	Riverside County
Clark, Margaret (Vice Chair)	Rosemead
Cook, Debbie	Huntington Beach
Feinstein, Michael	Santa Monica
Forester, Larry	Signal Hill
Harrison, Jon	Redlands
Krause, Mary Ann	Santa Paula
Kuiper, Hank (Chair)	Imperial County
Marchand, Paul	Cathedral City
Miller, Michael	West Covina
Portantino, Anthony	LaCanada/Flintridge
Washburn, Dennis	Calabasas
Young, Toni	Port Hueneme

Members Absent	Representing
Eckenrode, Norman	Placentia
Nelson, Larry	Artesia
Van Arsdale, Lori	Hemet
Yoon, Art	Hermosa Beach

Approved by:

Sylvia Patsaouras, Manager,
Energy and Environment

ENERGY AND ENVIRONMENT COMMITTEE
ACTION MINUTES

August 5, 2004

1.0 CALL TO ORDER

Chair, Hank Kuiper, called the meeting of the Energy and Environment Committee (EEC) to order at 10:30 a.m. Chair Kuiper introduced the new staff member, Laverne Jones, who would be replacing Lisa Taylor as the Secretary for the Committee. Chair Kuiper then asked for Lisa Taylor to be brought to the meeting room for the specific purpose of thanking her for her assistance to the Committee. The EEC members thanked Lisa for her hard work and support of the Committee.

2.0 PUBLIC COMMENT PERIOD

None.

3.0 REVIEW and PRIORITIZE AGENDA

No changes

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes – June 3, 2004

4.2 Receive and File

4.2.1 SCAG Legislative Matrix

4.2.2 Intergovernmental Review (IGR)

MOTION by Young, SECONDED by Marchand, and UNANIMOUSLY APPROVED by the Energy and Environment Committee.

5.0 ACTION ITEMS

5.1 CALFED Bay-Delta Improvements Package
Randall Neudeck, MWD, presented to the Committee Resolution #04-454-1 to urge state and federal authorities to fund and implement coordination on water issues.

MOTION by Young, SECONDED by Marchand, and UNANIMOUSLY APPROVED by the Energy and Environment Committee to forward Resolution #04-454-1 to the Regional Council for their support.

6.0 INFORMATION ITEMS

6.1 Update on the Salton Sea Reclamation Studies and Actions by the Salton Sea Authority

The Committee was briefed by Rick Hoffman, Riverside County staff, on recent studies and Salton Sea Authority actions related to reclamation of the Salton Sea. The Committee requested staff to draft a resolution for SCAG's support of the Preferred Alternative Restoration Plan selected by the Salton Sea Authority.

6.2 Liquid Natural Gas (LNG) Facilities

The Committee received two presentations on Liquid Natural Gas Facilities. David L. Huard, Partner in the law firm of Manatt, Phelps, and Phillips, gave background information on such facilities. Thomas E. Giles, Executive Vice President of Sound Energy Solutions, gave a presentation on a proposed LNG project in the City of Long Beach.

6.3 Intergovernmental Review Year 2003 Activity Report

The item was carried over to the September 2004 meeting.

7.0 WATER POLICY TASK FORCE REPORT

Chair Dennis Washburn informed the Committee that a Los Angeles Regional Water Quality Board Workshop will be held at SCAG on August 16, 2004 from 9:00 a.m.-4:30 p.m.

8.0 CHAIRS' REPORT

EEC Chair Hank Kuiper informed the Committee that item 4.3 in today's Regional Council agenda would be pulled and brought back to the Regional Council in September. The EEC approved this item, Resolution #04-453-1 to encourage adoption of Local Building Energy Efficiency Ordinances, at the June 2004 meeting.

9.0 STAFF REPORT

Sylvia Patsaouras, SCAG staff, reported that at today's Transportation and Communications Committee and Regional Council meetings, staff was asking for additional time on the Regional Transportation Improvement Program (RTIP). The RTIP was scheduled for approval at the TCC/RC August 2004 meeting, but staff would need more time to do further analysis of funding and timely implementation issues, pursue regional strategies for overcoming funding obstacles, respond to FHWA's concerns, and conduct inter-agency consultation. The RTIP would be agendized for TCC and the RC in September.

Sylvia also suggested that the Intergovernmental Clearinghouse Report no longer be mailed out with the Committee and Regional Council agendas. The Committee agreed that since the Report is posted on the web, hard copies are not necessary.

10.0 FUTURE AGENDA ITEMS

Clean Cities
AB 2006
Intergovernmental Review Report
Salton Sea Resolution
Water Quality Control Report

11.0 ANNOUNCEMENTS

EEC member Michael Feinstein, Santa Monica, announced that he would be hosting a group of Iraqi local government officials.

EEC member Larry Forester, Signal Hill, discussed a meeting to be held at MWD on September 2 to discuss heavy metals.

EEC member Dennis Washburn, the new President of the League of California Cities, Los Angeles County division, announced a League meeting on August 5th in Calabasas at 6:30 p.m.

12.0 ADJOURNMENT

Committee adjourned at 12:14 p.m.

MEMO

DATE: September 2, 2004

TO: Energy and Environment Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: State Legislative Matrix

SUMMARY:

Attached to this memorandum are the bills and constitutional amendments of interest to the Energy and Environment Committee.

With the passage of a state budget, committees have again taken up work on legislation and the legislative session is quickly reaching its end. As of this writing on August 12th, fiscal committees have one more day to hear bills. As of the 16th, bills may only be heard on the floor through the 31st, which is the last day for each house to pass bills. Recess begins upon adjournment. From August 31st through September 30th, the Governor may sign or veto bills passed and in his possession by September 1st. Consequently, we will know at the September 2nd meeting of the committee which bills passed, although we will not know what bills may yet be vetoed.

CAP#98918

Private file: AirQuality

CA AB 1394

AUTHOR: Levine (D)
TITLE: Air Pollution: Air Quality Standards Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
LAST AMEND: 06/14/2004
LOCATION: Senate Second Reading File
SUMMARY:

Expands the Carl Moyer Air Quality Standards Attainment Program to include heave-duty fleet modernization projects that reduce emissions of NOx or particulate matter. Makes any project that replaces an old engine or vehicle with a new engine or vehicle that meets more stringent emission standards or provides the equivalent emission reductions of the replacement combined with the purchase of a specified new very-low or zero-emission vehicle, or fleet modernization project eligible for funding.

STATUS:

08/12/2004 From SENATE Committee on APPROPRIATIONS: Do pass as amended.
Subject: AirQuality

CA AB 1971

AUTHOR: Lowenthal (D)
TITLE: Air Pollution: Marine Terminals
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/12/2004
LAST AMEND: 07/12/2004
FILE: 176
LOCATION: Senate Third Reading File
SUMMARY:

Relates to requirements that each marine terminal in the state operate in a manner that does not cause the engines on trucks to idle or queue for more than 30 minutes while waiting to load or unload at the terminal. Makes several clarifying changes to those provisions regarding the application of the above requirements with respect to both idling and queuing. Requires air control districts to make a determination with regard to queuing trucks.

STATUS:

08/09/2004 In SENATE. Read second time. To third reading.
NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054
COMMENTARY:

In 2003, SCAG supported the original Lowenthal bill that created the idling and queing prohibition, AB 2650.

Position: SCAG-Sup *04/07/2004*

CA AB 2042

AUTHOR: Lowenthal (D)
TITLE: Ports: Port of Los Angeles: Port of Long Beach
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LAST AMEND: 07/12/2004
LOCATION: Senate Second Reading File
SUMMARY:

Requires the South Coast Air Quality District to establish a baseline for air quality for the Ports of Los Angeles and Long Beach. Provides the baselines would be based on data regarding emissions from oceangoing vessels, habor craft, cargo handling equipment, rail locomotives and commercial motor vehicles. Requires the district, the two ports and the Air Resources Board to develop and enter into a memorandum of understanding to implement emission control measures at those ports.

STATUS:

08/12/2004 From SENATE Committee on APPROPRIATIONS: Do pass as amended.
NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054
COMMENTARY:

Considered by the EEC 5/6/04 and 6/3/04. Amendment submitted to Assembly Member Lowenthal adding SCAG to the groups consulted in the MOA and including user-supported, dedicated infrastructure among possible emission control measures.

CA AB 2628

AUTHOR: Pavley (D)

TITLE: Vehicles: Preferential Lanes
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 07/15/2004
LOCATION: Senate Second Reading File
SUMMARY:

Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes.

STATUS:

08/12/2004 From SENATE Committee on APPROPRIATIONS: Do pass as amended.
Position: CALCOG-Opp, SCAG-Opp *06/03/2004*

CA SB 1247

AUTHOR: Soto (D)
TITLE: Air Pollution: Large Emission Reduction Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/12/2004
LAST AMEND: 06/01/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Creates the Large Emission Reduction Program to reduce air emissions from internal combustion engines through the application of financial incentive-based programs. Creates a trust fund to provide grants to offset the incremental cost of projects that reduce oxides of nitrogen, reactive organic gases or particulate matter from on road vehicles, off-road equipment ad vehicles, locomotives, diesel marine vehicles, stationary agricultural vehicles.

STATUS:

06/01/2004 From SENATE Committee on TRANSPORTATION with author's amendments.
06/01/2004 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

CA SB 1397

AUTHOR: Escutia (D)
TITLE: Air Pollution: South Coast Air Quality Management
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2004
LAST AMEND: 07/27/2004
LOCATION: Assembly Second Reading File
SUMMARY:

Authorizes the South Coast Air Quality Management District to adopt regulations requiring the owner or lessee of a heavy-duty motor vehicle, or non-road engine or vehicle to install retrofit controls to reduce air emissions if that vehicle or engine operates substantially in a rail yard of the district and is part of a fleet of 15 or more vehicles or engines. Requires the district to establish fair share emission reduction targets for locomotives and conduct public workshops.

STATUS:

08/12/2004 From ASSEMBLY Committee on APPROPRIATIONS: Do pass as amended.
NOTES: Escutia Staff: William Sanchez (916) 445-3090
COMMENTARY:

SB 1397 relates to air pollution and goods movement in the SCAB and SCAG regions. SCAG has statutory obligations in area of air quality in the AQMP. SB 1397 is similar to AB 1058 (Pavley), which died on concurrence in 2002 and would have taken similar steps in mobile source emissions from automobiles. SCAG did not take a position on AB 1058. Related SCAG policy can be found in the 2004 Legislative Program and in the 2004 RTP EIR/EIS.

Private file: Energy

CA AB 2006

AUTHOR: Nunez (D)
TITLE: Reliable Electric Service Act of 2004
FISCAL COMMITTEE: yes

URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
LAST AMEND: 08/09/2004
LOCATION: Senate Rules Committee
SUMMARY:

Requires costs incurred by an electrical corporation to implement transactions on behalf of direct-access customers to be recovered from those customers. Requires such corporations to file, at least every 3 years, a long-term integrated resource plan. Provides for the recovery initial capital investments by such corporations. Requires the Public Utilities Commission to submit a report on streamlining the transmission siting process and each corporation's infrastructure.

STATUS:

08/12/2004 Re-referred to SENATE Committee on RULES.

CA AB 2076

AUTHOR: Dutton (R)
TITLE: Personal Income and Corporation Taxes: Credits
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LAST AMEND: 03/22/2004
LOCATION: Assembly Revenue and Taxation Committee
SUMMARY:

Provides an exemption from the sales and use taxes for tangible personal property used in manufacturing including the generation of electricity, processing, fabricating or recycling of property. Allows a credit against taxes imposed by the personal income tax law and the corporation tax law, in an amount equal to 6% of the amount paid or incurred by the taxpayer during the taxable year for qualified property, used in the generation of electric power.

STATUS:

05/10/2004 In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.

Private file: Environment

CA AB 2055

AUTHOR: Wolk (D)
TITLE: General Plan Elements
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LAST AMEND: 07/14/2004
FILE: 130
LOCATION: Senate Third Reading File
SUMMARY:

Provides the conservation element may include the conservation of agricultural lands. Provides the open space element, which would be renamed as a agricultural and open space element, is the component of a county or city general plan adopted by the legislative body. Provides subjects that may be included in the agricultural and open-space element.

STATUS:

07/15/2004 In SENATE. Read second time. To third reading.

CA AB 2251

AUTHOR: Lowenthal (D)
TITLE: California Environmental Quality Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
LAST AMEND: 06/30/2004
FILE: A-38
LOCATION: Senate Inactive File
SUMMARY:

Prohibits the use of a master environmental impact report if the filing of an application for the subsequent project occurs following the certification of the master environmental impact report and the approval of a project that was not described in the master environmental impact report may affect the adequacy of the environmental review in the master environmental impact report for any subsequent project to review a subsequent project that was described in the impact report.

STATUS:

07/01/2004 In SENATE. To Inactive File.

Private file: SolidWaste

CA AB 1873

AUTHOR: Hancock (D)
TITLE: Solid Waste: Recycling Market Development
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/03/2004
LAST AMEND: 05/20/2004
LOCATION: Senate Second Reading File
SUMMARY:
Extends the operation and repeal of the Recycling Market Development Revolving Loan Program, including the extension of the operation and repeal of the continuously appropriated subaccount thereby continuing the effect of the program indefinitely.
STATUS:
08/12/2004 From SENATE Committee on APPROPRIATIONS: Do pass.
Position: CSAC-Watch

CA SB 537

AUTHOR: Romero (D)
TITLE: Solid Waste: Los Angeles County Sanitation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2003
LAST AMEND: 06/09/2004
LOCATION: Assembly Local Government Committee
SUMMARY:
Prohibits the siting of a new materials recovery facility designed to receive greater than 4,000 tons per day within Los Angeles County prior to 2015. Requires the board of directors of each sanitation district in the county to adopt a final annual budget within prescribed categories. Requires the board to deposit at least a certain amount of money annually into the district's Air Pollution Mitigation Fund for projects upon agreement with the South Coast Air Quality Control Board.
STATUS:
06/23/2004 In ASSEMBLY Committee on LOCAL GOVERNMENT: Heard, remains in Committee.
Position: CSAC-Watch, League-Opp

Private file: WaterQuality

CA AB 1546

AUTHOR: Simitian (D)
TITLE: Local Governments: Vehicle Fee for Stormwater
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
LAST AMEND: 08/09/2004
FILE: 233
LOCATION: Senate Third Reading File
SUMMARY:
Authorizes the City/County Association of Governments of San Mateo County to impose an annual fee of up to $4 on motor vehicles registered within the county for a program for the management of traffic congestion and stormwater pollution within the county. Requires the Department of Motor Vehicles to collect the fee and distribute the proceeds to the association.
STATUS:
08/10/2004 In SENATE. Read second time. To third reading.
Subject: Revenue/Bond, Transport, Water

REPORT

DATE: September 2, 2004

TO: Energy and Environment Committee

FROM: Ted Harris, Associate Regional Planner, harrist@scag.ca.gov, (213) 236-1916

RE: 2004 Regional Transportation Improvement Program (2004 RTIP) Air Quality Conformity

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Recommend that the Regional Council approve the air quality conformity determination for the 2004 RTIP as part of resolution # 04-453-2.

SUMMARY:

The federal Clean Air Act (CAA) requires SCAG to determine transportation air quality conformity for the 2004 Regional Transportation Improvement Program (RTIP). Specifically, section (176(c) (42 U.S.C. 7506(c)) requires transportation plans and programs to be consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). The purpose of the state SIP is to meet the U.S. Environmental Protection Agency (EPA) standards for air quality.

According to the CAA, transportation plans and programs cannot:

- create new violations of the federal air quality standards;
- increase the frequency or severity of existing violations of the standards; or
- delay attainment of the standards

The five key tests used to determine transportation air quality conformity for the RTIP include:

1. Interagency consultation and public involvement
2. Consistency of the RTIP with the Regional Transportation Plan (RTP)
3. Regional emission budgets
4. Funds to implement
5. Timely implementation of Transportation Control Measures (TCMs)

The process to develop and circulate the 2004 RTIP has fulfilled all of the requirements to ensure meaningful public involvement and coordinated interagency consultation. SCAG released the Draft RTIP for a 30-day public review and comment period on June 18, 2004. During June-July 2004, SCAG conducted seven public hearings one in each county and one for the entire SCAG region. A complete set of the Draft 2004 RTIP documents was posted on SCAG's web-site on June 18, 2004. At the same time, copies of the Draft 2004 RTIP documents were placed in the public libraries and

notices of public hearings and availability of the Draft documents were advertised in the major regional newspapers. SCAG's Transportation Conformity Working Group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

The 2004 RTIP is consistent with the 2004 Regional Transportation Plan (RTP). Specifically, SCAG's 2004 RTIP project listing is consistent with the policies, programs, and projects in the 2004 RTP.

The results of the transportation and associated emissions modeling demonstrate that emissions associated with implementing the 2004 RTIP will not exceed the applicable regional emission budgets established in the State Implementation Plan (SIP). Furthermore, the modeling meets or exceeds the modeling requirements mandated by federal regulations and the analysis employs the latest planning assumptions.

The 2004 RTIP meets the fiscal constraint requirements. All projects listed in the 2004 RTIP are financially constrained for all fiscal years. Specifically, funds are available and committed for the first two years of the RTIP, and funds are reasonably expected for the years of the RTIP beyond the first two years.

After extensive review and coordination with the implementing agencies, staff have determined that committed Transportation Control Measures (TCMs) designated in the 2002 RTIP have been given funding priority, are expected to be implemented on schedule, and any initial obstacles identified have been or are being overcome. Furthermore, TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.

CONCLUSION

Staff have determined that the 2004 RTIP has fulfilled the requirements for all of the conformity tests and recommends that the Regional Council approve the positive conformity determination as part of the approval resolution (04-453-2) of the 2004 RTIP.

ATTACHMENTS

Powerpoint Presentation
Under separate cover Resolution 04-453-2 will follow

FISCAL IMPACT:

The staff resources for determining air quality conformity for the 2004 RTIP are contained within the Fiscal Years 2003/04 and 2004/05 SCAG budgets.

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The results of the transportation and associated emissions modeling demonstrate that emissions associated with implementing the 2004 RTIP will not exceed the applicable regional emission budgets established in the State Implementation Plan (SIP). Furthermore, the modeling meets or exceeds the modeling requirements mandated by federal regulations and the analysis employs the latest planning assumptions.

The 2004 RTIP meets the fiscal constraint requirements. All projects listed in the 2004 RTIP are financially constrained for all fiscal years. Specifically, funds are available and committed for the first two years of the RTIP, and funds are reasonably expected for the years of the RTIP beyond the first two years.

After extensive review and coordination with the implementing agencies, staff have determined that committed Transportation Control Measures (TCMs) designated in the 2002 RTIP have been given funding priority, are expected to be implemented on schedule, and any initial obstacles identified have been or are being overcome. Furthermore, TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.

CONCLUSION

Staff have determined that the 2004 RTIP has fulfilled the requirements for all of the conformity tests and recommends that the Regional Council approve the positive conformity determination as part of the approval resolution (04-453-2) of the 2004 RTIP.

ATTACHMENTS

Powerpoint Presentation
Resolution 04-453-2

FISCAL IMPACT:

The staff resources for determining air quality conformity for the 2004 RTIP are contained within the Fiscal Years 2003/04 and 2004/05 SCAG budgets.

Energy and Environment Committee

2004 RTIP Air Quality Conformity

Ted Harris
Air Quality Program Lead
Southern California
Association of Governments

September 2, 2004

The 2004 Regional Transportation Improvement Program (RTIP)

- 6 year capital listing of transportation projects
- Fiscal Years 2004/05 – 2009/2010
- Requires state and federal approval and conformity

2004 RTIP Conformity Tests

1) Public involvement
2) Consistency with 2004 RTP
3) Regional emissions budgets
4) Funds to implement
5) Timely implementation of Transportation Control Measures (TCMs)

Public Involvement

- Meaningful public participation
  - 30-day public review of Draft RTIP
  - 7 public hearings
  - SCAG Website
  - Public Libraries
  - Notices posted in major newspapers

- Coordinated interagency consultation
  - Transportation Conformity Working Group
  - Ongoing coordination meetings

Consistency with the 2004 RTP

2004 RTIP is consistent with 2004 RTP's

- Policies
- Programs
- Projects

DESTINATION 2030

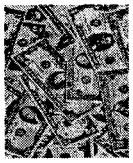
Regional Emission Tests

- Emissions for 2004 RTIP are within the SIP budgets
  - VOC/ROG
  - NOx
  - CO
  - PM10
- Analysis meets federally mandated modeling requirements
- Employs latest planning assumptions

The SIP (State Air Quality Plan) conforms to Transportation Plan, and Transportation Improvement Program (TIP)

Funds to Implement

- RTIP is financially constrained
- Funds are committed for first 2 years of the RTIP
- Funds are reasonably available for the 3rd to 6th years of the RTIP



Transportation Control Measures (TCMs)

TCMs are identified and committed transportation projects or programs that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources (40 CFR 93.101).

Timely Implementation of TCMs

TCMs in 2004 RTIP

- Given Priority
- On schedule or
- Obstacles are being overcome

Conformity Lapse

Serious consequences include:

- **SCAG could not approve non-exempt regionally significant projects,**
- **No federal approval of capacity enhancing projects, and**
- **The region would lose flexibility and could be forced to redirect up to $8.5 billion in transportation funds.**

Recommended Action

Recommend that the Regional Council approve the conformity determination for the 2004 RTIP as part of Resolution **04-453-2**

MEMO

TO: Energy and Environment Committee

FROM: Brett Sears, Associate Regional Planner, (213)-236-1810, sears@scag.ca.gov

DATE: September 2, 2004

SUBJECT: Water Quality, Growth, Land Use and Major RTP Projects

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RECOMMENDED ACTION: Information only.

SUMMARY:

SCAG contracted with the University of California-Santa Barbara to prepare a report evaluating the potential water quality impacts to the SCAG region from different growth scenarios. This report aided in the analysis of water quality issues as well as the development of mitigation measures related to the Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR). The report provides a useful regional evaluation of potential stressors on regional water quality.

FISCAL IMPACT: All work related to this memo was contained within the FY03-04 work program.

Evaluation of Potential Water Quality Impacts from Different Future Growth Scenarios in the SCAG Area

Prepared for

Southern California Association of Governments

By Arturo A. Keller and Yi Zheng
Bren School of Environmental Science and Management
University of California, Santa Barbara, CA 93106
keller@bren.ucsb.edu

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Executive Summary

The project evaluated land development and redevelopment scenarios prepared by SCAG and its consultants, based on different alternatives for transportation networks. The planning horizon was 2030, with some intermediate data for 2010 in some cases. The projected population increase of over 6 million people for the SCAG area will result in significant additional stress on water resources in the area, and it has the potential for affecting water quality. Land-use changes were analyzed using the L-THIA model, to provide general trends on increases in annual runoff and pollutant loading. The model takes into consideration land-use, soil type and historical average precipitation. The analysis was conducted at three levels: entire SCAG area, by county, and by watershed. Since there was insufficient data for future growth in Imperial County, it was not considered in this analysis.

The alternative development scenarios considered different transportation network projects, redevelopment of urbanized areas to fill in and reuse existing urban development, as well as displacing population increases to undeveloped regions. Two growth scenarios were considered: "No Project" alternative and the "Regional Transportation Plan" (RTP). For the two scenarios we assumed a constant development density, based on current development densities according to 2003 land use data for the SCAG area. Although other growth scenarios were initially considered, those alternatives were eventually not considered in the final analysis based on other criteria not related to water quality.

Runoff is expected to only increase by a few percent across the SCAG area, as more land surface becomes impermeable. The loading of Suspended Solids, Total Metals, Oil and Grease, and Fecal Coliform is likely to see the greatest increase as the SCAG area continues to urbanize, with a potential for impact water quality. Although this analysis does not take into account potential investments in water treatment for point and non-point sources (i.e. structural Best Management Practices), it does serve to highlight those areas that are at highest risk and thus would have to consider important increases in such investments.

1. Introduction

Population growth projections for the area comprised by the Southern California Association of Governments (SCAG) indicate an increase of approximately 6 million people over the next three decades, with a corresponding increase in housing units, commercial areas and workplaces. The water quality implications of these major changes in land use in the area depend on the policies adopted, in particular with regards to transportation alternatives, that influence individual and communal decisions on land use. The SCAG area has been transforming from a natural chaparral, oak forest, grasslands and wetlands area to a relatively highly urbanized area for more than a century. However, with the current population growth projections, the rate of land-use change could dramatically increase, or not, depending on the policies.

For this analysis, we considered the possible distribution of population growth and land-use change based on scenarios developed for SCAG. These scenarios include a corresponding transportation network, which is currently being evaluated with regards to its overall environmental impact. The data was provided to us in a variety of formats, as discussed in more detail in the Methods section below. Since the spatial distribution of land-use change is key to our evaluation of possible water quality impacts, we either started with a predicted land-use map or created one based on the information received. The land used change from a reference year, or the differences between scenarios, were then evaluated using the Long-Term Hydrologic Impact Assessment (L-THIA) model developed by Purdue University (Harbor et al., 1998; Lim et al., 1999). This model predicts loading for a number of important water quality pollutants, based on common unit load, average soil types and meteorology. It should be noted that given the model's assumptions, the results are mostly useful to reveal trends and to compare large changes in land-use, rather than to predict specific loading rates and the corresponding change in water quality. We have made no assumptions with respect to changes in future practices in managing pollutants (e.g. Best Management Practices, reduction, new pollutants). Although these are likely to occur, it is nearly impossible to predict what they will be in 20-30 years. Thus, our results should be viewed as potential increase in stressors to water quality, rather than as predictions of actual impacts to water quality.

A useful starting point is to determine which watersheds within the six counties that comprise the SCAG area are currently impacted in terms of water quality. Figure 1 presents the 19 watersheds within the SCAG area. There is little correspondence between watershed boundaries and administrative (county) boundaries, and as can be seen in Fig. 1, certain watersheds in northern San Bernardino County were not considered, and other watershed, mostly in Los Angeles, Imperial and Riverside counties extend beyond the county and SCAG area. Table 1 relates watershed ID number to each watershed. The 303(d) list, generated by the State Water Resources Control Board (SWRCB) using data from the Regional Water Quality Control Boards (RWQCB) and approved by the US Environmental Protection Agency (USEPA), serves as a reasonable basis for determining impact from human activities. Using the recently released 2002 revisions to the 303(d) list, we consider impairment by reach or segment within each watershed (Figure 2).

We then analyzed impairment by type of pollutant. There are 153 types of pollutants in the list. To simplify the analysis, the pollutants were reclassified according to Table 2. The WQ impairment information provided in the 303(d) list is prioritized in terms of urgency of Total Maximum Daily Load (TMDL) implementation, somewhat subjectively, into high, medium and low priority, by the RWQCBs. The prioritization might take into account concentration levels, or number of exceedances, but it might also be based on the availability of information (i.e. a pollutant might be ranked as low priority due to lack of monitoring data, even though the available data indicates a medium risk). However, since

priority reflects the concern with the impairment, it is used here to assess the status of the subwatersheds, also denominated hydrological subunits (HSU), in the SCAG area.

Figure 1. Watersheds in SCAG area by county.

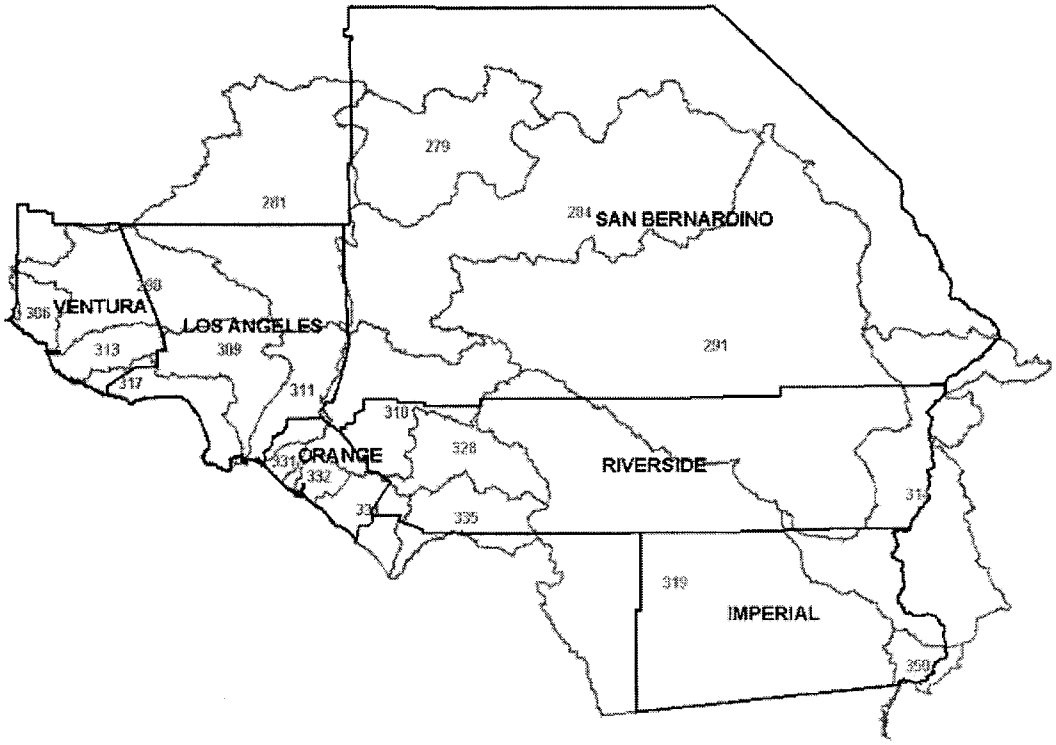


Table 1. Watershed ID numbers

ID number	Watershed	ID number	Watershed
279	Coyote-Cuddeback Lakes	314	Imperial Reservoir
281	Antelope-Fremont Valleys	317	Santa Monica Bay
284	Mojave	319	Salton Sea
291	Southern Mojave	328	San Jacinto
298	Santa Clara	331	Seal Beach
306	Ventura	332	Newport Bay
309	Los Angeles	334	Aliso-San Onofre
310	Santa Ana	335	Santa Margarita
311	San Gabriel	350	Lower Colorado
313	Calleguas		

Figure 2. Water quality impairments for selected watersheds as of 2002 based on 303(d) listing. Blue is the original river segment, red is impairment, and the watershed outlines are in green.

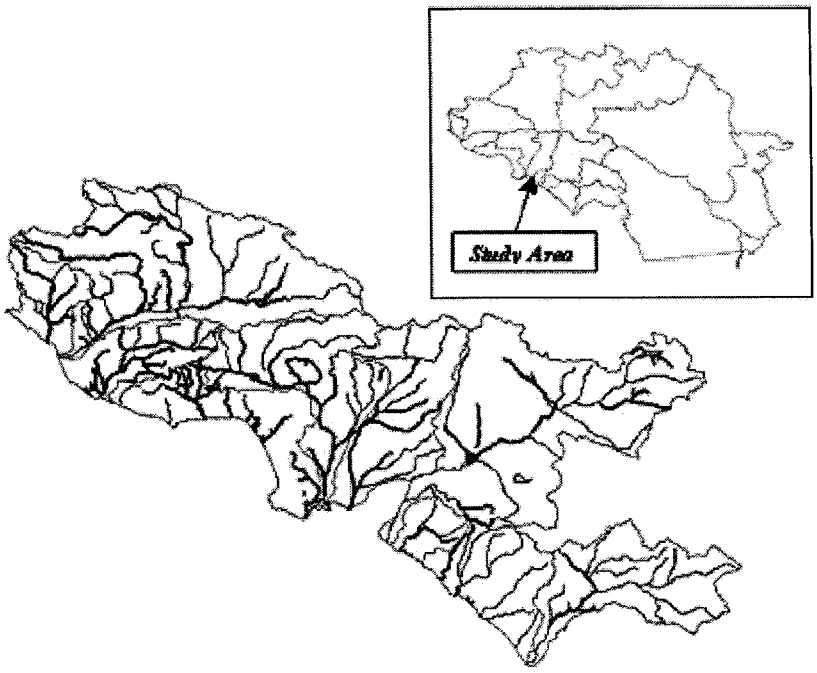


Table 2. TMDLs in SCAG Area

Composite category	No of. TMDLs to be done
Metals	310
Pathogens	265
Pesticides	255
Other Toxics	231
Solids	229
Nutrients/Eutrophication/Algae	195
Habitat/Ecosystem hazard	86
Color/odor	32
Trash	27
Chloride	25
pH	25
Sulfates	23
Salinity	16
Hydrology Hazard	12
Temperature	2

We evaluated the correlation between percent impairment, i.e. miles listed as impaired with respect to the total miles in a river or creek, and loading as predicted by L-THIA based on 2000 land-use, for 10 major watersheds in the SCAG area (Figures 3 to 9).

Figure 3
Impaired Percentage vs. Total Nitrogen Loading

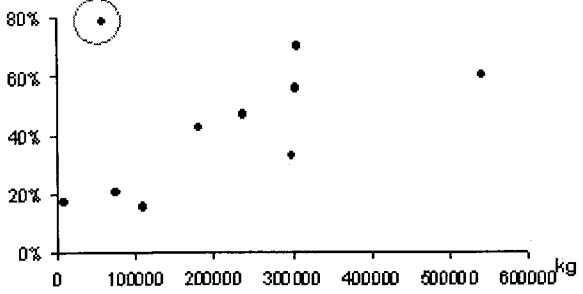


Figure 4
Impaired Percentage vs. Total Phosphorous Loading

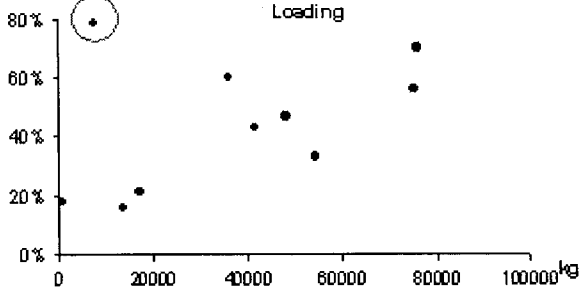


Figure 5
Impaired Percentage vs. Total SS Loading

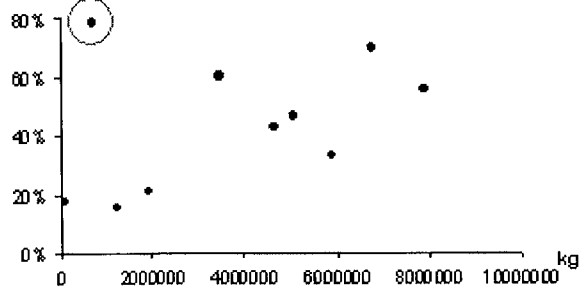


Figure 6
Impaired Percentage vs. Total Metal Loading

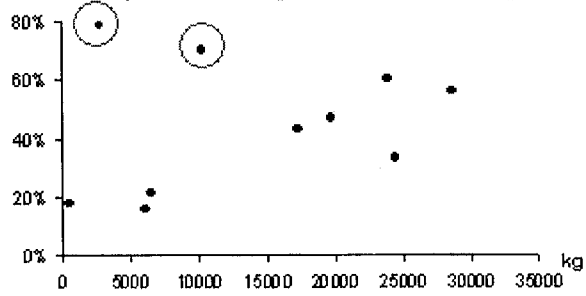


Figure 7.
Impaired Percentage vs. Total BOD Loading

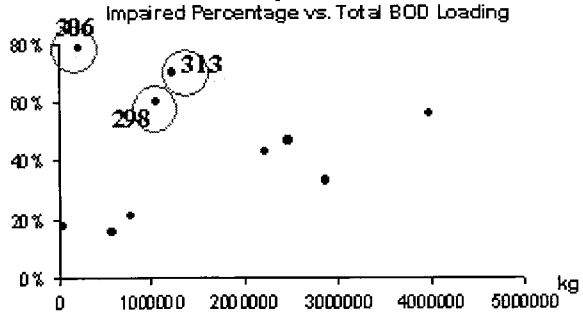


Figure 8
Impaired Percentage vs. Total Oil & Grease Loading

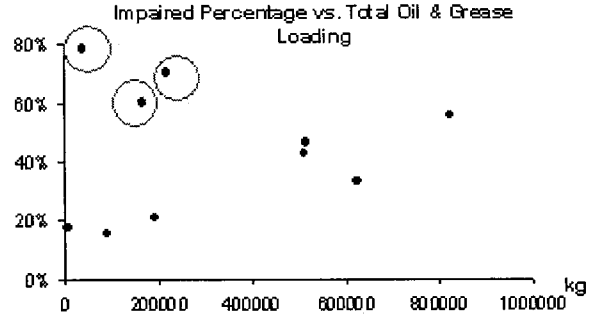
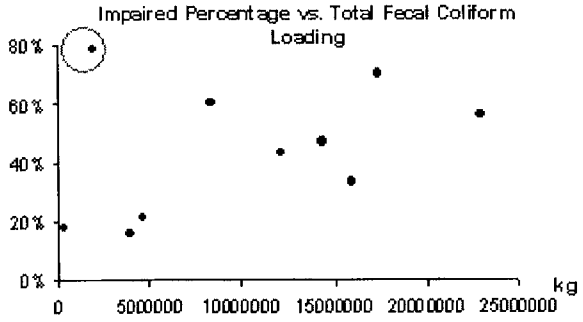


Figure 9
Impaired Percentage vs. Total Fecal Coliform Loading



A preliminary analysis for these watersheds indicated low correlation (Table 3). However, since L-THIA only considers non-point source loading, there are three watersheds, all in Ventura County, that don't directly correlate to the expected load. The correlation results are presented with and without these three outliers. The correlation for the remaining 7 watersheds is statistically significant. These Ventura County watersheds are

dominated by point-source loading. However, in the future we expect that the TMDL and NPDES programs will be effective in reducing or limiting new point source loads, leaving non-point source loading as the major concern. Thus, the use of a non-point source-loading model such as L-THIA is appropriate for an evaluation of future loading scenarios based on expected land use change.

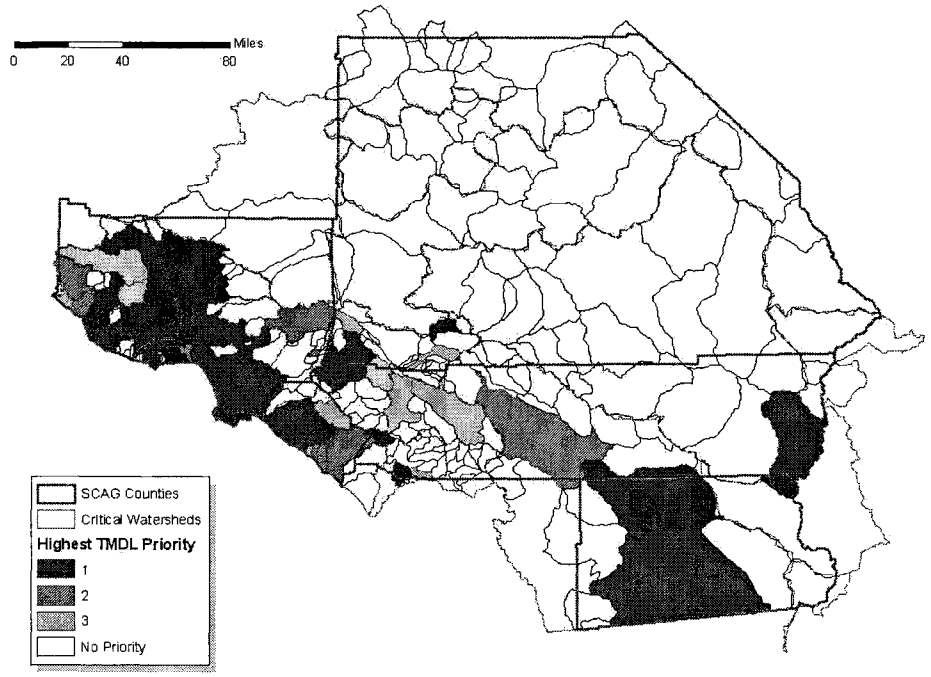
Table 3. Correlation coefficients for percent impairment and predicted pollutant loading using L-THIA model.

Parameters	10 watersheds[1]	7 watersheds[2]
N	0.45	**0.81***
P	0.44	**0.92***
SS	0.39	**0.92***
Total Metal	0.26	**0.88***
BOD	0.16	**0.92***
Oil & Grease	0.11	**0.92***
Fecal Coliform	0.36	**0.92***

*Correlations are significant at $p < 0.05$.
[1]Includes the 10 watersheds in yellow in the inset of Figure 2.
[2]Excludes watersheds 298, 306, 313.

Figure 10 presents all the watersheds and subwatersheds in the SCAG counties, coded by TMDL priority. The coding is biased towards high priority, in the sense that even if there is only one pollutant ranked high priority, the HSU is coded as high priority (1). As can be seen in Figure 10, many watersheds are not listed as impaired, particularly in the dry eastern side of the SCAG area. Most of the impairments are in the significantly urbanized coastal areas, particularly in Los Angeles, Orange and Ventura Counties.

Figure 10. TMDL priorities within SCAG area at the subwatershed (HSU) level.



The cause of impairment is further analyzed in Figures 11 to 17, which present impairment due to Metals (Fig. 11), Pathogens (Fig. 12), Solids (Fig. 13), Pesticides (Fig. 14), Toxics other than pesticides (Fig. 15), Nutrients (Fig. 16), and Trash (Fig. 17). The regional pattern of the impairments shifts somewhat, with metals fairly localized in Los Angeles and Orange watersheds; pathogens fairly distributed in Los Angeles, Orange, Riverside and Ventura Counties; solids mostly in Ventura and Imperial Counties; pesticides and toxics in Los Angeles, Orange, Imperial and Ventura Counties; Nutrients mostly in Los Angeles and Ventura Counties, and predominantly due to nitrogen; and trash in Los Angeles, Ventura and Imperial Counties.

The potential impact on water quality from the various development scenarios was evaluated at two scales, namely county and watershed levels. Although policy decisions are done at county levels, watersheds cross county lines, and it is more appropriate to consider the potential impact watershed by watershed.

Figure 11. Metal TMDL priorities within SCAG area at HSU level.

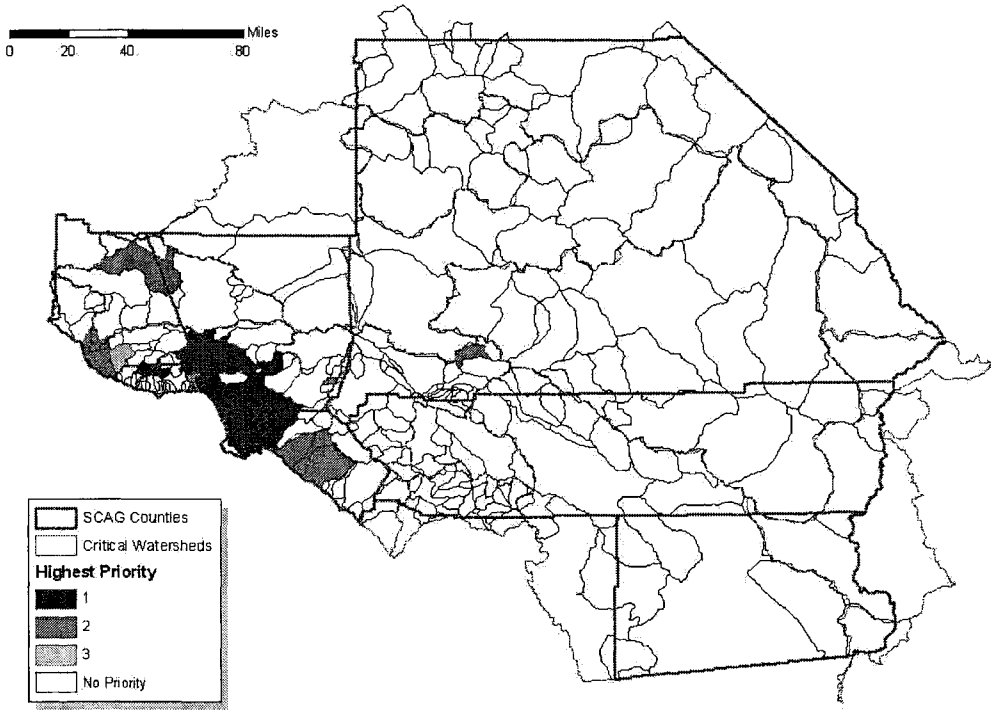


Figure 12. Pathogen TMDL priorities within SCAG area at HSU level.

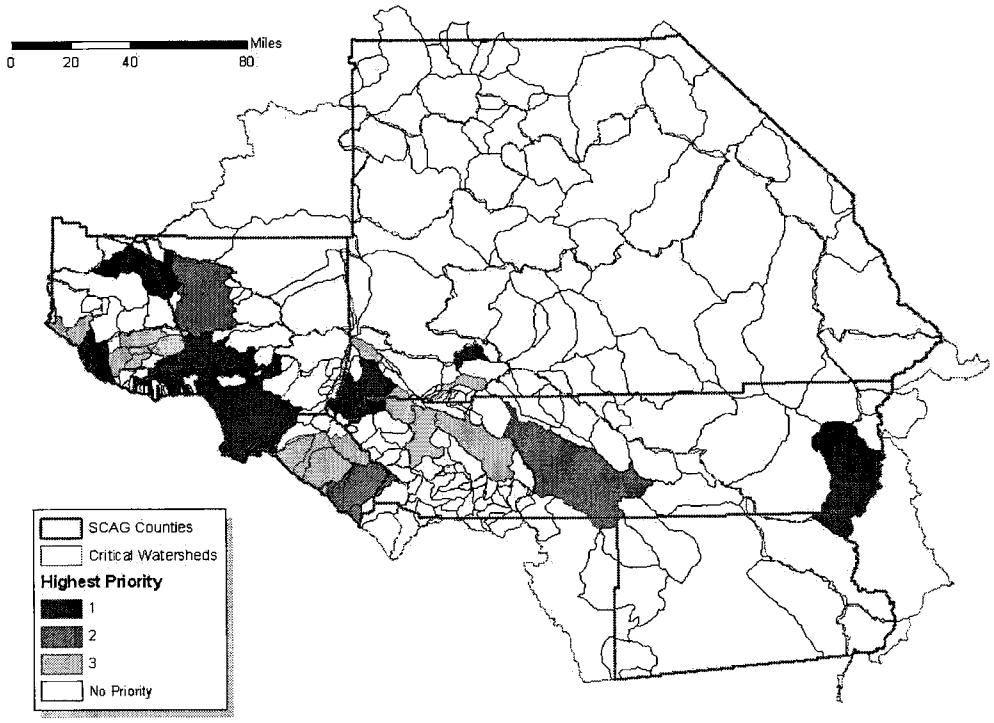


Figure 13. Solids TMDL priorities within SCAG area at HSU level.

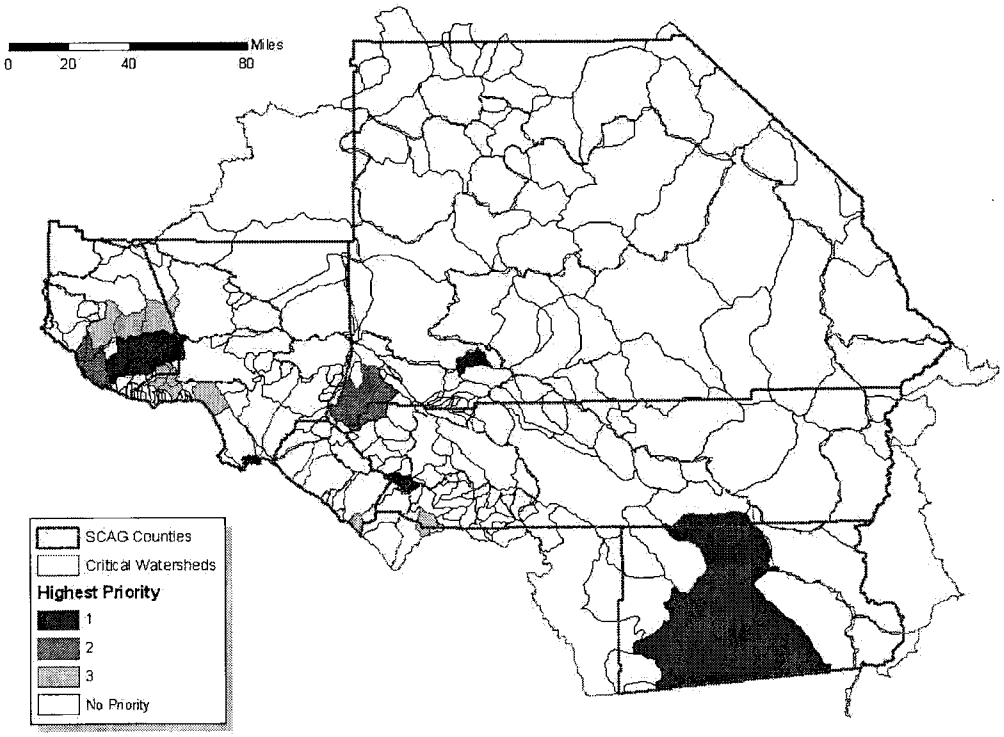


Figure 14. Pesticide TMDL priorities within SCAG area at HSU level.

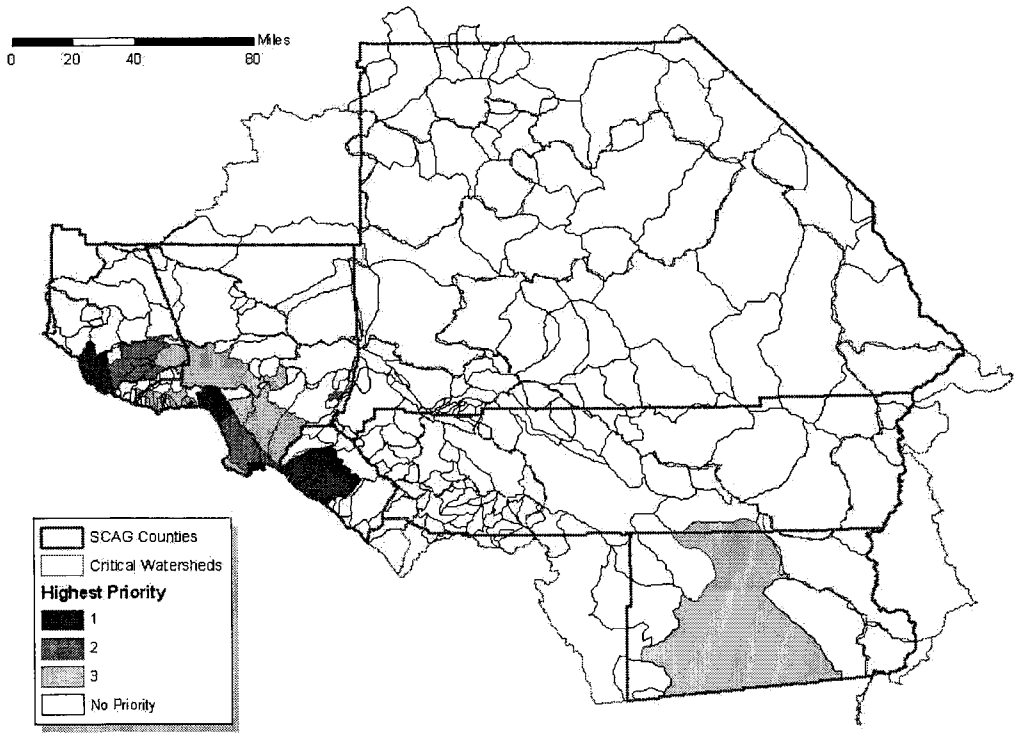


Figure 15. Toxics (other than pesticides) TMDL priorities within SCAG area at HSU level.

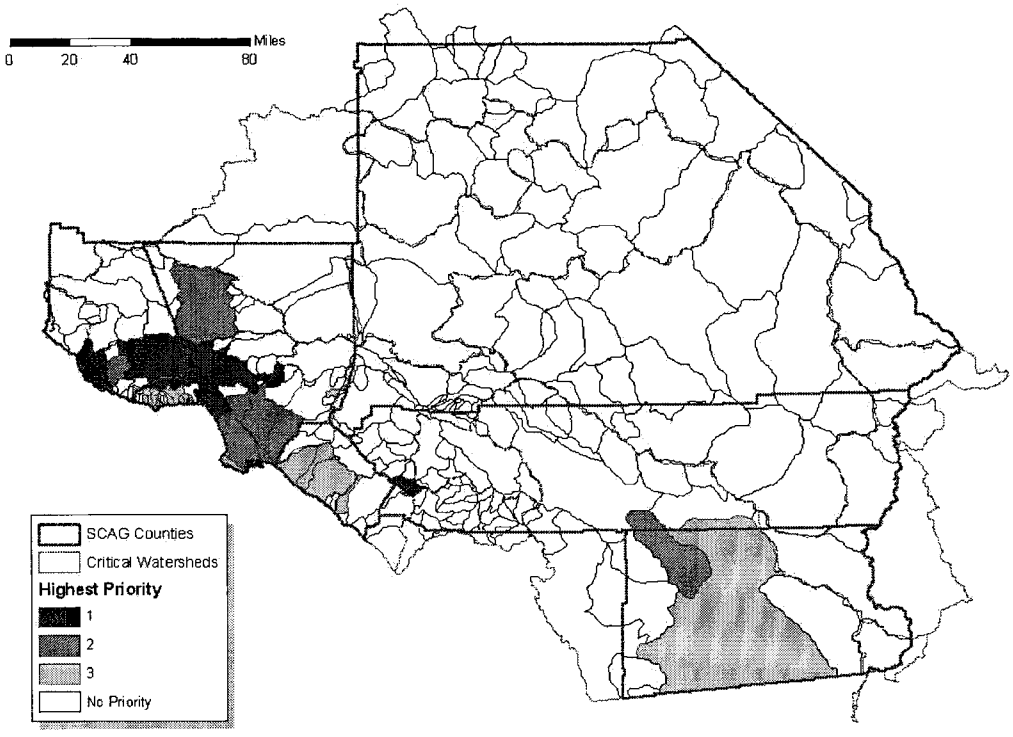


Figure 16. Nutrients TMDL priorities within SCAG area at HSU level.

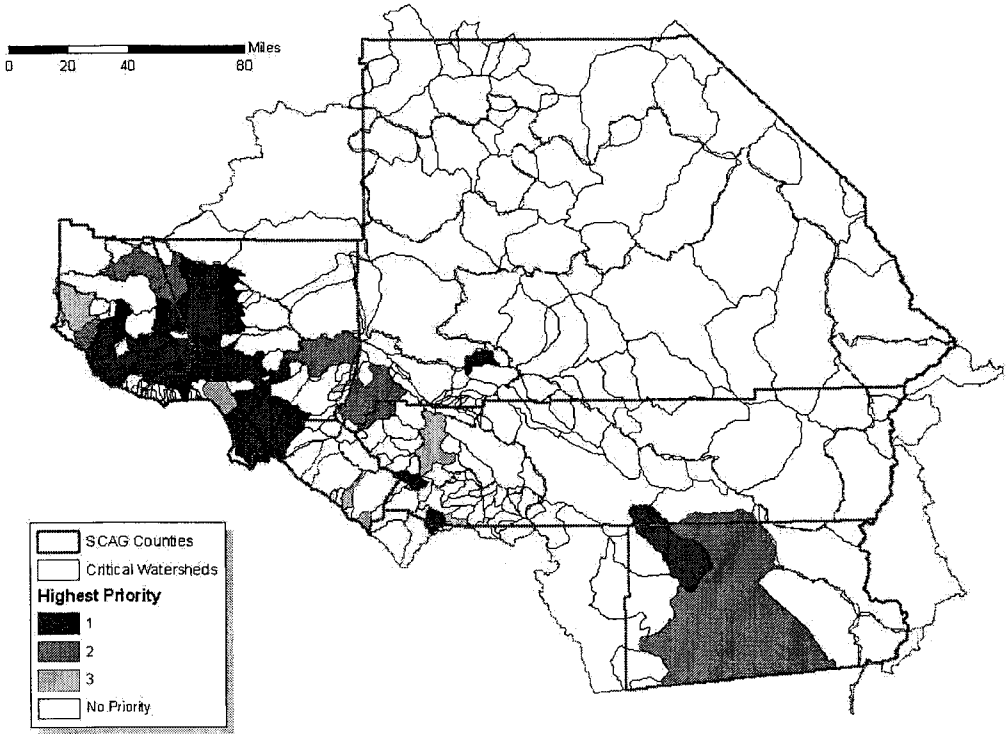
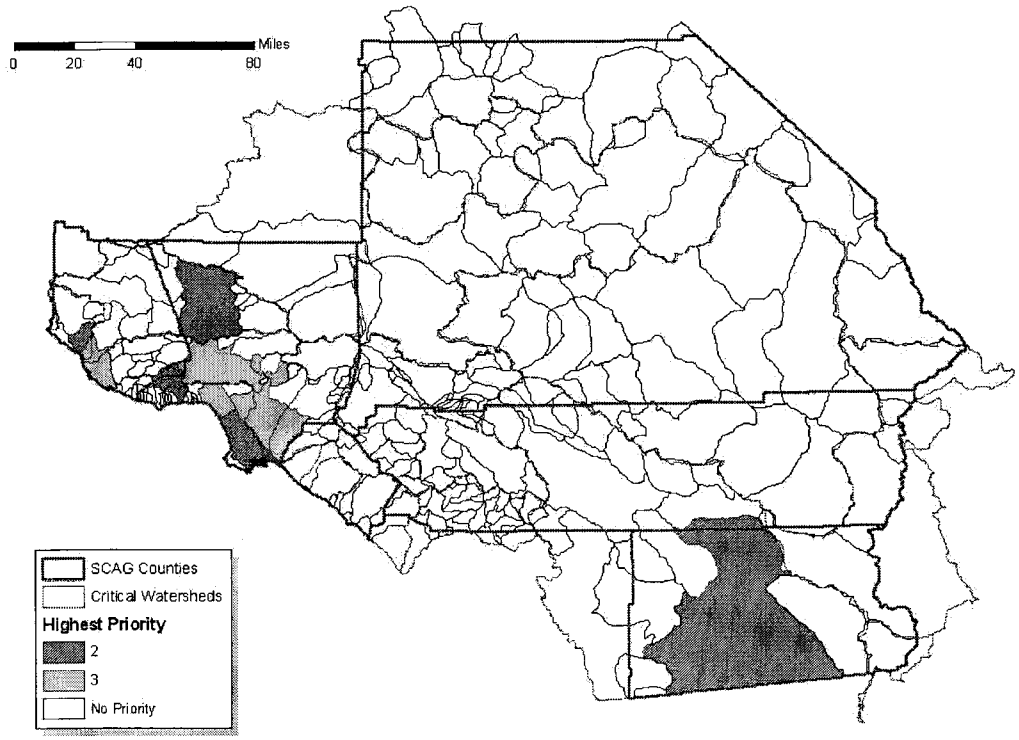


Figure 17. Trash TMDL priorities within SCAG area at HSU level.



2. Methods

L-THIA model assumptions

The L-THIA model was developed at Purdue University to generate estimated runoff volumes and nonpoint source pollution loadings to waterbodies, based on the land-use information provided by the user. The model considers the location (state and county) to select average meteorology for the area, based on more than 30 years of daily precipitation data available for the United States. It cannot be used to predict a particular year, since the input data is averaged. It is possible to create a different meteorology input file, to simulate potential changes in climate.

Soil information for the model has also been collected by the modelers, based on the classification by the Natural Resource Conservation Service into four Hydrologic Soil Groups based on the soil's runoff potential (NRCS, 1975). The four soils Groups are A, B, C and D. Group A includes sand, loamy sand or sandy loam soils. They have low runoff potential and high infiltration rates even when thoroughly wetted. Group B comprises silt loams or loams, with moderate infiltration rates when thoroughly wetted. Group C soils are sandy clay loams. Group D soils are clay loams, silty clay loams, sandy clays, silty clays or clays. Dominant soil classifications by land use for each county and watershed are presented in Tables 4 and 5.

Table 4. Dominant hydrologic soil type by county and land-use.

Land use category	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Imperial
HD residential	B	B	C	B	B	B
LD residential	B	B	C	B	B	B
Commercial	B	B	B	B	C	B
Industrial	B	B	C	A	B	B
Agriculture	B	B	A	A	B	B
Grassland/Pasture	B	D	B	C	D	B
Forest/Vacant	D	C	D	A	D	A
Water	-	-	-	-	-	-

The model allows for up to 8 land uses: Industrial, Commercial, Agriculture, High Density (HD) residential, Low Density (LD) residential, Grassland/Pasture, Water, Forest/Vacant. Chemical loads vary by land-use. In addition, the percentage of impervious soil surfaces differs by land type (Table 6). Thus, for the same precipitation, a land use with highly impervious surfaces (e.g. industrial with roof tops and parking lots) will generate more runoff, which might carry more sediments and chemicals. On the other hand, agriculture produces less runoff by is loaded with fertilizers and pesticides, which increase the concentrations in the runoff. Although the model takes these factors into consideration, the loads are based on estimates from other watersheds, and in fact may be from other climatological regions (e.g. eastern or mid-western US). There is insufficient data to attempt to verify the L-THIA model results at the regional scale of SCAG's analysis. A more in-depth analysis would compare these results against some of the recent Total Maximum Daily Load (TMDL) source and linkage analysis in the area.

L-THIA makes projection on a number of water quality parameters: Runoff volume, Total Nitrogen (TN), Total Phosphorus (TP), Biochemical Oxygen Demand (BOD), Total Suspended Solids (TSS), Total Metals, Fecal Coliform and Oil & Grease. TN and TP correspond to nutrients from over-fertilization in farms and households, or from wastewater treatment plants. TSS reflects sediments from erosion of agricultural fields or construction sites, as

well as riverbank erosion. BOD is organic matter that consumes oxygen while it degrades, mostly from wastewater plants, industrial uses and commercial ventures. Metals, oil and grease come from vehicles, commercial and industrial operations. Fecal coliform can come from manure, septic systems that fail, from wildlife or from wastewater with partial treatment.

Table 5. Dominant hydrologic soil type by watershed.

Watersheds	HD res	LD res	Comm	Ind	Ag	Grass/ pasture	Forest/ vacant
Seal Beach	B	B	B	B	B	B	B
Los Angeles	B	B	B	B	B	B	B
Santa Monica Bay	B	B	B	B	D	D	D
San Gabriel	B	B	B	B	B	C	D
Newport Bay	B	B	B	B	B	C	D
Santa Ana	B	B	B	A	A	C	A
Calleguas	D	D	D	D	D	D	D
Ventura	B	B	B	B	B	B	D
Aliso-San Onofre	B	B	B	B	B	D	D
San Jacinto	C	C	B	C	A	B	D
Mojave	B	B	B	A	A	C	A
Antelope-Fremont Valleys	A	A	A	A	A	B	A
Santa Clara	B	B	B	B	B	B	D
Lower Colorado	B	B	B	B	B	B	A
Salton Sea	B	B	B	B	A	B	A
Southern Mojave	B	B	B	A	A	C	A
Santa Margarita	C	C	B	C	A	B	D
Coyote-Cuddeback Lakes	B	B	B	A	A	C	A
Imperial Reservoir	D	D	D	D	D	D	D

Table 6. Percentage of impervious area

HD residential	LD residential	Commercial	Industrial	Agriculture	Grassland/ Pasture	Forest/ Vacant
33%	28%	72%	72%	2%	0%	0%

Land use is the key element in determining the potential impact to water quality from development scenarios. To make comparisons between scenarios, it is important to consider land-use change from a baseline condition. For the baseline, we used the most recent land-use data from SCAG, compiled in 2003. There are many more land-use categories in the SCAG database than is feasible to use in L-THIA. Therefore, the SCAG categories had to be reclassified into 8 standard categories for use in the L-THIA model. Aggregation of categories is indicated in Table 7.

Table 7. Land use reclassification for SCAG 2003

Original classification in SCAG 2003	Reclassification for L-THIA
3400 Beaches	Water
4100 Water, Undifferentiated	
4200 Harbor Water Facilities	
4300 Marina Water Facilities	
4400 Water Within a Military Installation	
4500 Area of Inundation (High Water)	
1211 Low- and Medium-Rise Major Office Use	Commercial
1212 High-Rise Major Office Use	
1213 Skyscrapers	
1221 Regional Shopping Center	
1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking)	
1223 Modern Strip Development	
1224 Older Strip Development	
1231 Commercial Storage	
1232 Commercial Recreation	
1233 Hotels and Motels	
1234 Attended Pay Public Parking Facilities	
1241 Government Offices	
1242 Police and Sheriff Stations	
1243 Fire Stations	
1244 Major Medical Health Care Facilities	
1245 Religious Facilities	
1246 Other Public Facilities	
1247 Non-Attended Public Parking Facilities	
1251 Correctional Facilities	
1252 Special Care Facilities	
1253 Other Special Use Facilities	
1261 Pre-Schools/Day Care Centers	
1262 Elementary Schools	
1263 Junior or Intermediate High Schools	
1264 Senior High Schools	
1265 Colleges and Universities	
1266 Trade Schools and Professional Training Facilities	
1271 Base (Built-up Area)	
1274 Former Base (Built-up Area)	
1600 Mixed Urban	
1700 Under Construction	
2110 Irrigated Cropland and Improved Pasture Land	Agriculture
2120 Non-Irrigated Cropland and Improved Pasture Land	
2200 Orchards and Vineyards	
2300 Nurseries	
2400 Dairy, Intensive Livestock, and Associated Facilities	
2500 Poultry Operations	
2600 Other Agriculture	
3200 Abandoned Orchards and Vineyards	
1111 High-Density Single Family Residential	HD residential
1121 Mixed Multi-Family Residential	

Original classification in SCAG 2003	Reclassification for L-THIA
1122 Duplexes, Triplexes and 2-or 3-Unit Condominiums and Townhouses	
1123 Low-Rise Apartments, Condominiums, and Townhouses	
1124 Medium-Rise Apartments and Condominiums	
1125 High-Rise Apartments and Condominiums	
1131 Trailer Parks and Mobile Home Courts, High-Density	
1140 Mixed Residential	
1151 Rural Residential, High-Density	
1112 Low-Density Single Family Residential	LD residential
1132 Mobile Home Courts and Subdivisions, Low-Density	
1152 Rural Residential, Low-Density	
1810 Golf Courses	Grassland/Pasture/Vacant
1840 Cemeteries	
1860 Specimen Gardens and Arboreta	
1870 Beach Parks	
1880 Other Open Space and Recreation	
2700 Horse Ranches	
3100 Vacant Undifferentiated	
3300 Vacant With Limited Improvements	
1821 Developed Local Parks and Recreation	Forest
1822 Undeveloped Local Parks and Recreation	
1831 Developed Regional Parks and Recreation	
1832 Undeveloped Regional Parks and Recreation	
1850 Wildlife Preserves and Sanctuaries	
1273 Air Field	Industrial
1311 Manufacturing, Assembly, and Industrial Services	
1312 Motion Picture and Television Studio Lots	
1313 Packing Houses and Grain Elevators	
1314 Research and Development	
1321 Manufacturing	
1322 Petroleum Refining and Processing	
1323 Open Storage	
1324 Major Metal Processing	
1325 Chemical Processing	
1331 Mineral Extraction - Other Than Oil and Gas	
1332 Mineral Extraction - Oil and Gas	
1340 Wholesaling and Warehousing	
1411 Airports	
1412 Railroads	
1413 Freeways and Major Roads	
1414 Park-and-Ride Lots	
1415 Bus Terminals and Yards	
1416 Truck Terminals	
1417 Harbor Facilities	
1418 Navigation Aids	
1431 Electrical Power Facilities	
1432 Solid Waste Disposal Facilities	
1433 Liquid Waste Disposal Facilities	
1434 Water Storage Facilities	
1435 Natural Gas and Petroleum Facilities	

Original classification in SCAG 2003	Reclassification for L-THIA
1436 Water Transfer Facilities	
1437 Improved Flood Waterways and Structures	
1438 Mixed Utilities	
1440 Maintenance Yards	
1450 Mixed Transportation	
1460 Mixed Transportation and Utility	
1500 Mixed Commercial and Industrial	

Using the reclassified data, land-use compositions by county were determined for 2003 (Table 8). We also indicate the level of urbanization by county, based on the sum of residential, commercial and industrial relative to the total area. Orange County has the highest level of urbanization (50%) followed by Los Angeles County, Ventura and the other 3 counties. The reclassified land-use data by watershed is presented in Table 9. At the watershed scale, the impact of urbanization is more dramatic in certain areas, such as Seal Beach, Los Angeles River, Santa Monica Bay, San Gabriel and Newport Bay (Figure 18). The fraction of urbanization is important for water quality, since the mix of pollutants is quite different than in agricultural or open areas. Note that the total land area does not coincide between Tables 8 and 9 due to the difference in county and watershed boundaries. We did not include some watersheds in northern San Bernardino County, which have very little water or population and are not likely to be significantly affected by future growth. In Figures 19-26, we present maps of these watersheds by L-THIA landuse classification, to provide a better spatial understanding of the current use distribution by watershed.

Table 8. Land use composition by county as of 2003 (km^2)

Land use category	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Imperial
HD residential	1,695	610	443	498	185	30
LD residential	261	30	369	443	69	26
Commercial	493	231	185	207	72	24
Industrial	649	174	306	622	111	235
Agriculture	338	47	1,330	285	467	2,008
Grassland/vacant	6,656	928	13,156	49,412	3810	8,443
Forest	104	32	2,850	512	12	45
Water	100	18	262	71	23	795
Total area	10,296	2,070	18,900	52,050	4,750	11,607
Urbanization	30%	50%	7%	3%	9%	3%

Table 9. Land use by watershed as of 2003 (km^2)

Watersheds	HD res	LD res	Comm/ Sev	Ind	Ag	Grass/ Vac	Forest	Water	Total	Urbanization
Seal Beach	128	0	46	27	2	17	8	4	232	87%
Newport Bay	121	4	75	45	30	122	7	7	412	60%
Los Angeles	753	46	180	237	13	899	28	5	2162	56%
Santa Monica Bay	434	54	136	142	14	678	20	20	1498	51%
San Gabriel	509	36	156	180	15	907	35	13	1851	48%
Santa Ana	609	225	211	315	234	2696	55	29	4374	31%
Calleguas	128	35	52	48	254	456	9	5	987	27%

Watersheds	HD res	LD res	Comm/ Sev	Ind	Ag	Grass/ Vac	Forest	Water	Total	Urbanization
Aliso-San Onofre	125	15	33	19	14	667	7	3	884	22%
San Jacinto	116	107	50	40	324	1297	29	31	1994	16%
Santa Margarita	43	79	26	16	155	1003	52	25	1399	12%
Ventura	23	16	11	29	38	561	1	11	691	11%
Antelope-Fremont Valleys	68	102	37	59	284	2926	9	6	3491	8%
Santa Clara	75	55	35	100	169	3674	18	26	4151	6%
Mojave	115	221	57	177	95	11394	4	11	12074	5%
Salton Sea	173	72	70	331	2203	10918	806	963	15535	4%
Lower Colorado	1	2	1	9	73	424	0	2	511	2%
Coyote-Cuddeback Lakes	0	7	5	24	19	4643	0	0	4697	1%
Imperial Reservoir	9	6	3	33	435	4352	0	27	4866	1%
Southern Mojave	23	110	23	130	62	19961	2464	0	22773	1%
Total	3454	1193	1205	1962	4432	67592	3553	1188	84580	9%

Urbanization is concentrated in the western coastal areas, with a significant correlation with impairment (Figure 18). The very dry condition of the eastern SCAG area also influences the location of urbanization. Figures 19 to 22 indicate the composition of the urbanized areas, including industrial (Fig. 19), commercial (Fig. 20), high-density residential (Fig. 21) and low-density residential (Fig. 22) areas. Agriculture is important in Riverside, Imperial and Ventura Counties (Fig. 23). Rangeland and deserts cover most of the other areas (Fig. 24), with forests being important only in a small part of San Bernardino County (Fig. 25). Water as a land-use refers to lakes, rivers and streams, but is only significant in Imperial and Riverside Counties (Fig. 26).

Figure 18. Urbanization in the watersheds in the SCAG area, analyzed by subwatershed, using 2003 landuse data

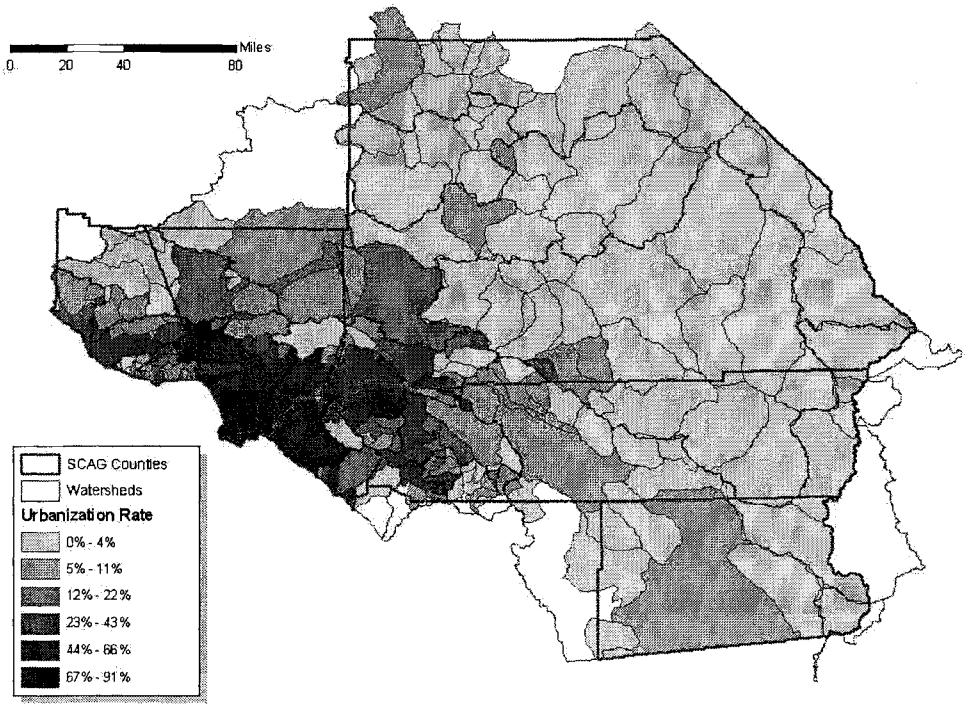


Figure 19. Industrialization in the watersheds in the SCAG area as of 2003.

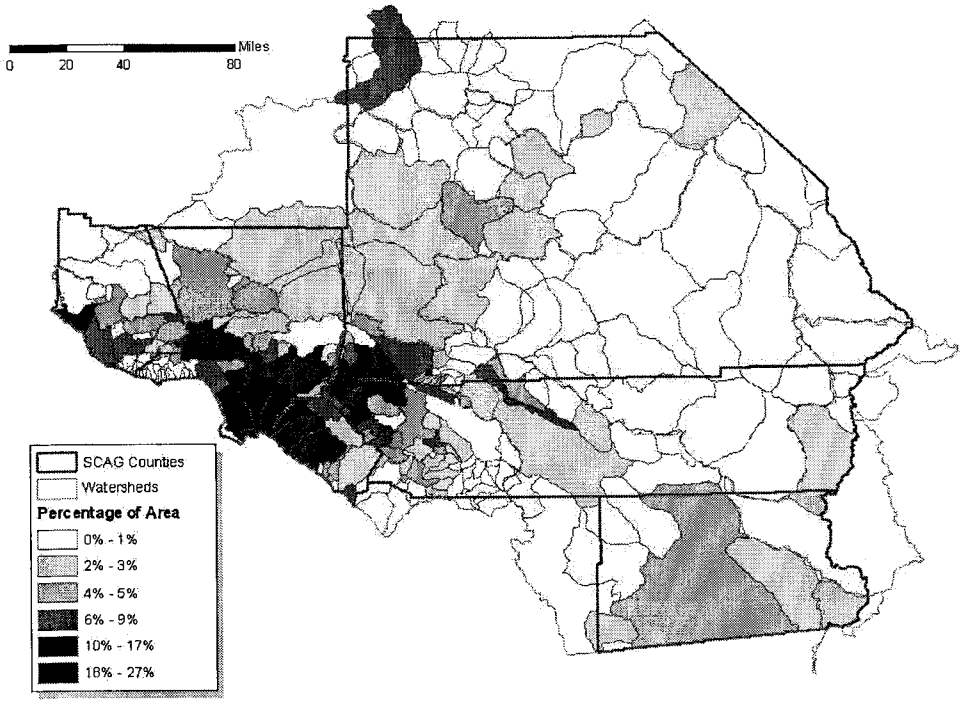


Figure 20. Commercial and service areas in the watersheds in SCAG as of 2003.

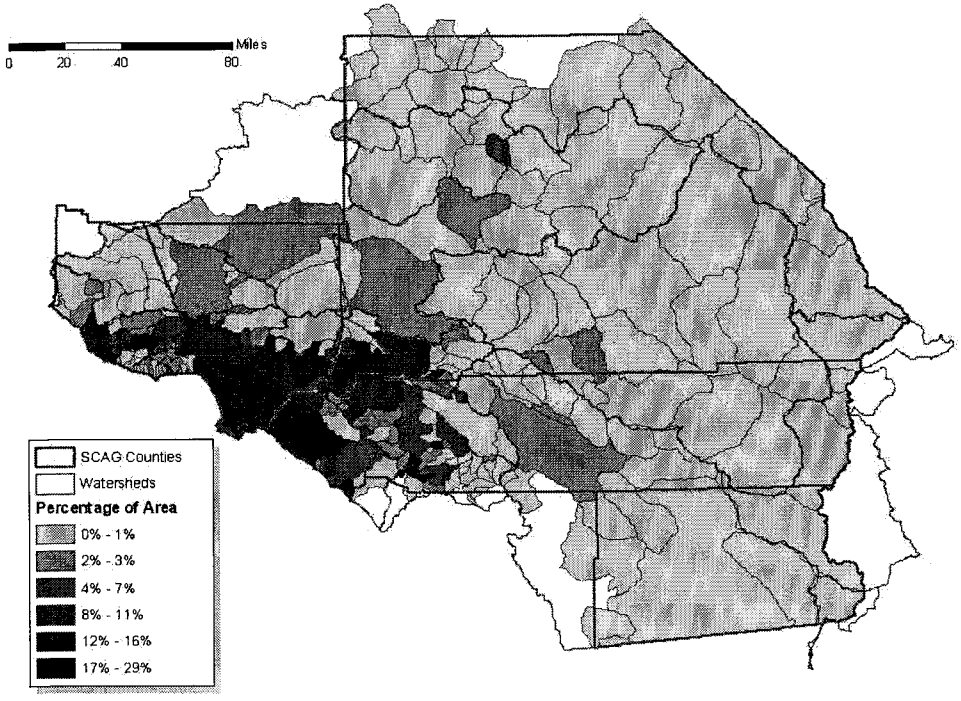


Figure 21. High-density residential areas in the watersheds in SCAG as of 2003.

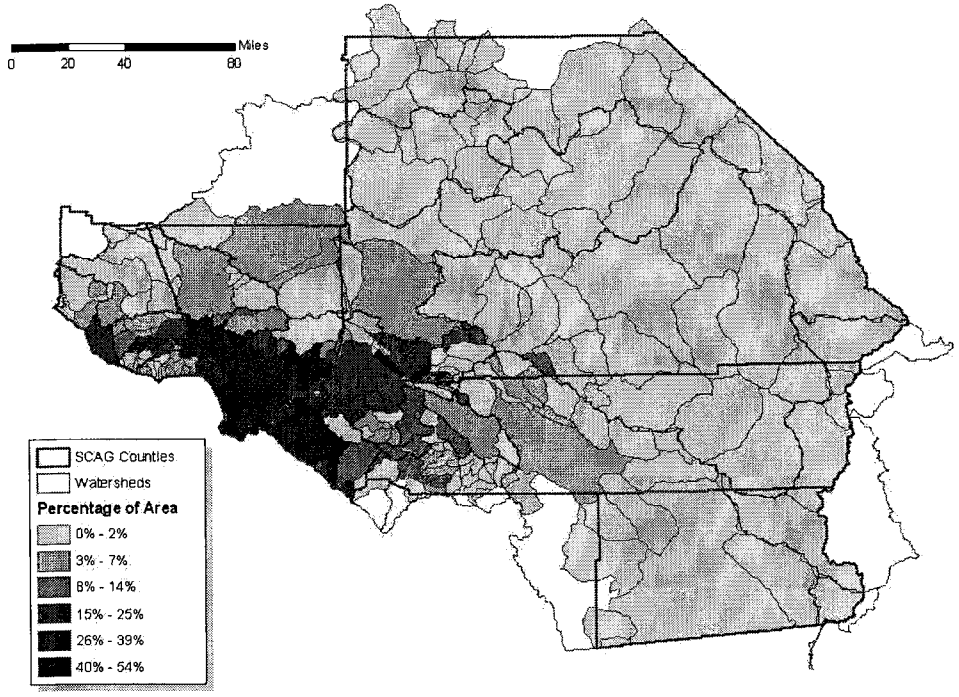


Figure 22. Low-density residential areas in the watersheds in SCAG as of 2003.

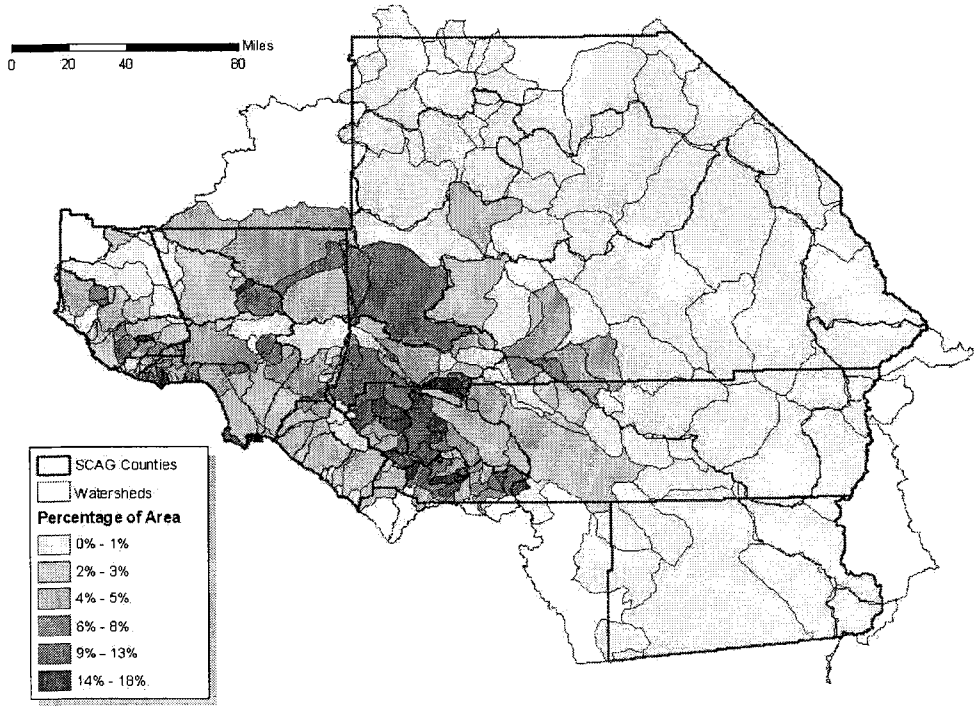


Figure 23. Agricultural areas in the watersheds in SCAG as of 2003.

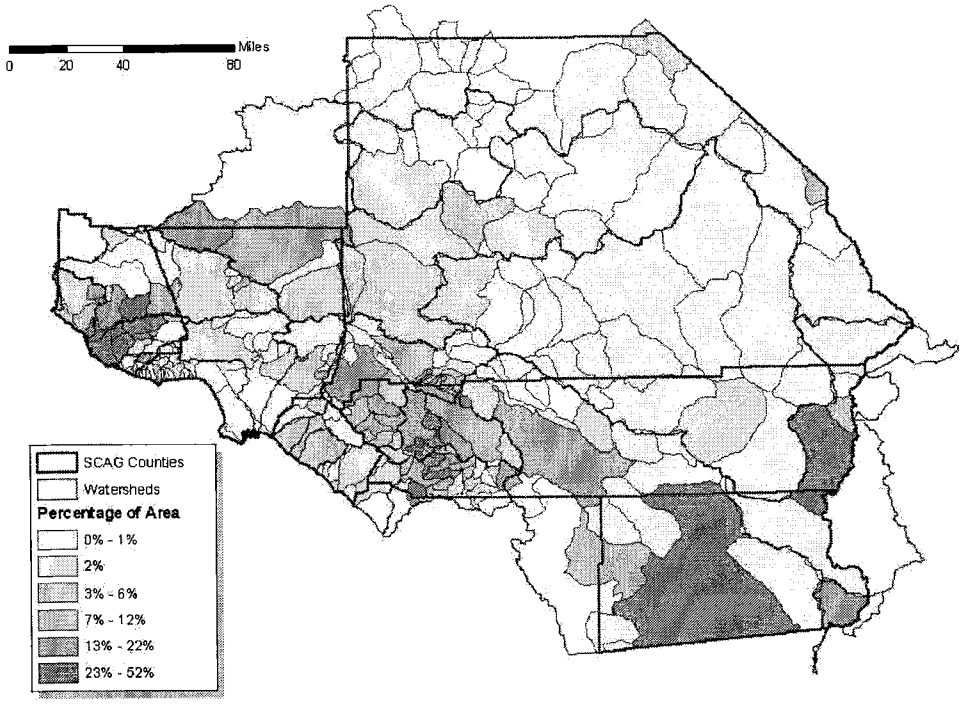


Figure 24. Grassland and vacant areas in the watersheds in SCAG as of 2003.

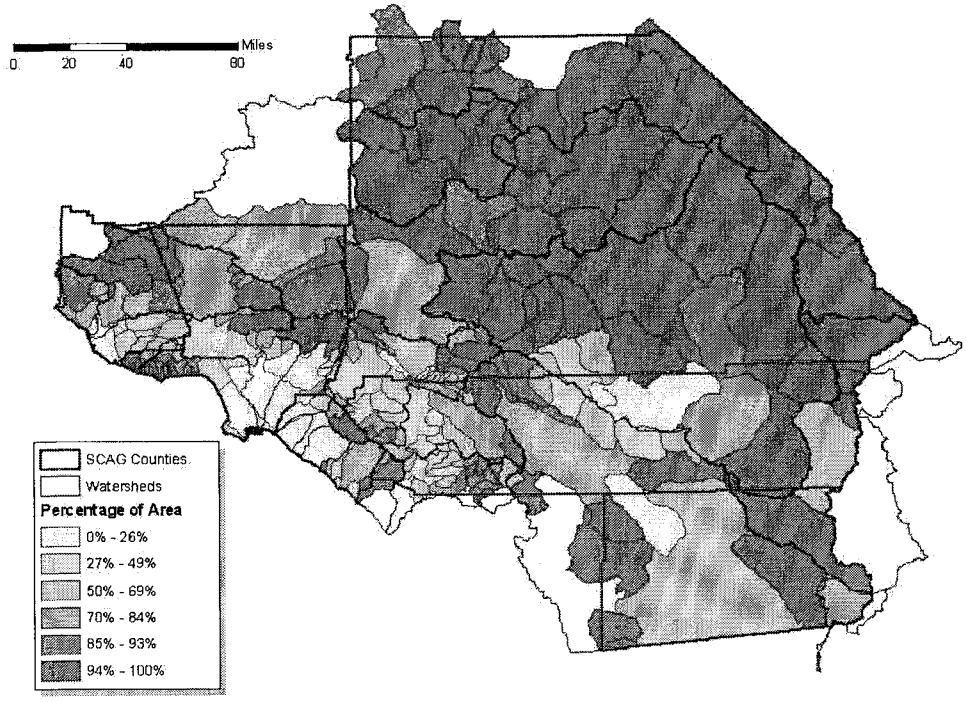


Figure 25. Forest areas in the watersheds in SCAG as of 2003.

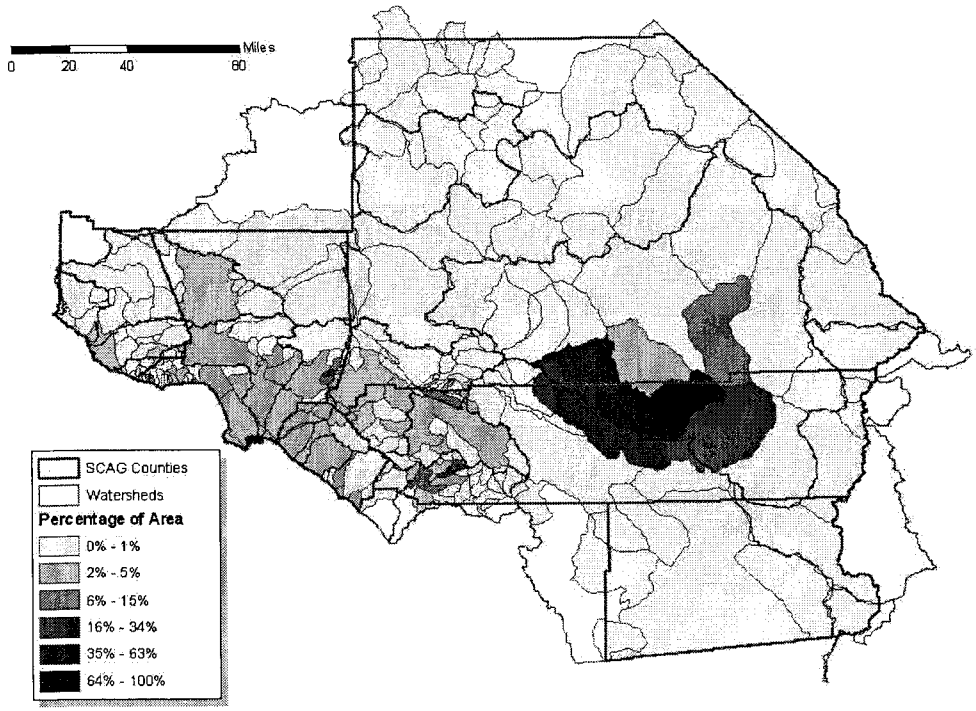
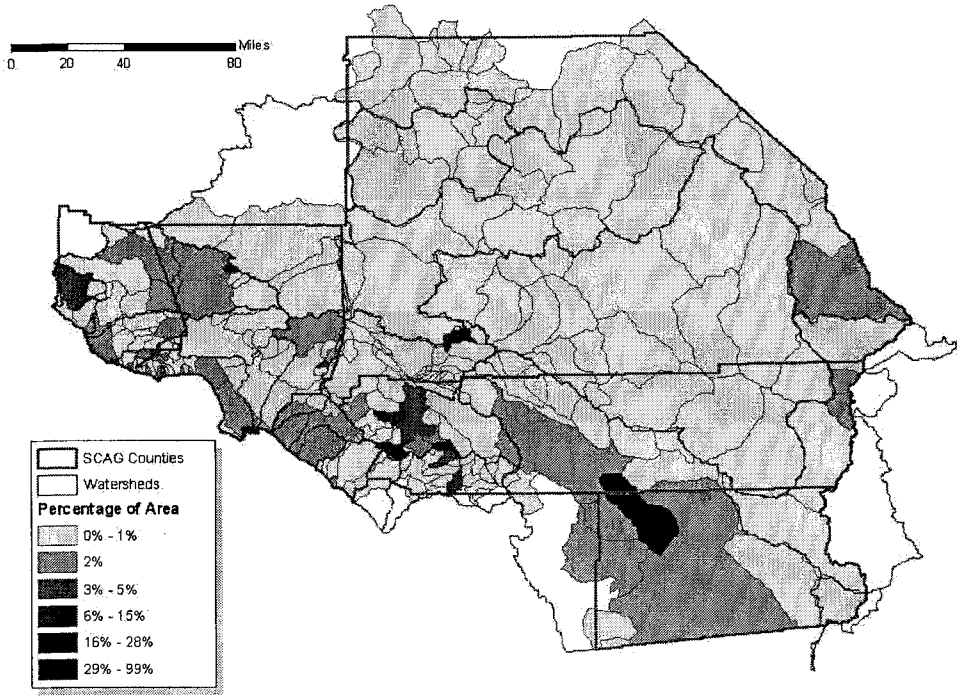


Figure 26. Waterbody areas in the watersheds in SCAG as of 2003.



Future growth scenarios

The transportation network alternatives (including highway, transit and rail projects) considered for this study were:

1) No Project

2) 2004 Regional Transportation Plan (RTP)

The total regional population in 2030 is expected to be very similar for the No Project alternative and the proposed 2004 RTP. The No Project alternative considers 7,476,000 households and 10,168,000 jobs. The RTP alternative considers 7,660,000 households and 10,536,000 jobs. However, the No Project alternative has 184,000 fewer households and 368,000 fewer jobs, as the No Project alternative does not receive the economic benefits associated with the transportation investments in the RTP. The No Project alternative does not include land-use-transportation measures. As a result, the RTP and the No Project alternative provide differing mobility, and different employment and housing options, resulting in different distributions of growth in 2030.

Figure 27 presents the distribution of RTP projects within the SCAG area. Most of the projects refer to enhancements of the existing highway network (e.g. High-Occupancy Vehicle lanes, ramps, bridges and bridge replacements), with a few related to new highways or extensions. Figure 28 presents the overlay of the proposed RTP projects on the currently impaired watersheds, to evaluate their potential impact.

SCAG provided the projected population distribution data for these two scenarios, as estimated increases in population, households and employment for the SCAG analytical units, denominated TAZ. Figure 29 provides an image of the TAZ for the entire SCAG area; in some areas the analysis is at very high resolution, while in some other regions large areas are considered.

The future scenarios were projected using SCAG 2003 as the baseline land use (Figure 30). TAZ data (population, households, employment) was provided by SCAG for 2000, 2010 and 2030 for each scenario. Projections by TAZ were not provided for Imperial County. The first step was to compute the population densities for the urban land use categories for 2000. We then converted the demographic information to land-use using the following major assumptions:

- Increase of population and employment leads to growth of residential, commercial and industrial areas:
  Residential population → Residential area
  Retail employee + Service employee → Commercial area
  Other employees → Industrial area
- The population density of each land use is considered unchanged if enough un-urbanized area is available within the TAZ. Increase in area is calculated as current density times population increase.
- Agriculture, grassland/pasture and forest areas are used to accommodate the extra population in that order.
- If population in a particular category decreases (e.g. other employee), the land use composition does not change, but the population density decreases. We assume the buildings are simply temporarily vacant.
- For a certain TAZ, 2000 population and/or area are zero for a land use category. In such cases, we use county-based average densities of this category instead.
- If there is not enough agriculture, grassland/pasture or forest land for new development, the assumption of constant density does not hold. In such cases,

the population densities of residential, commercial and industrial areas are increased, after agriculture, grassland/pasture and forest areas are used up.

Figure 27. Proposed RTP Projects in SCAG area.

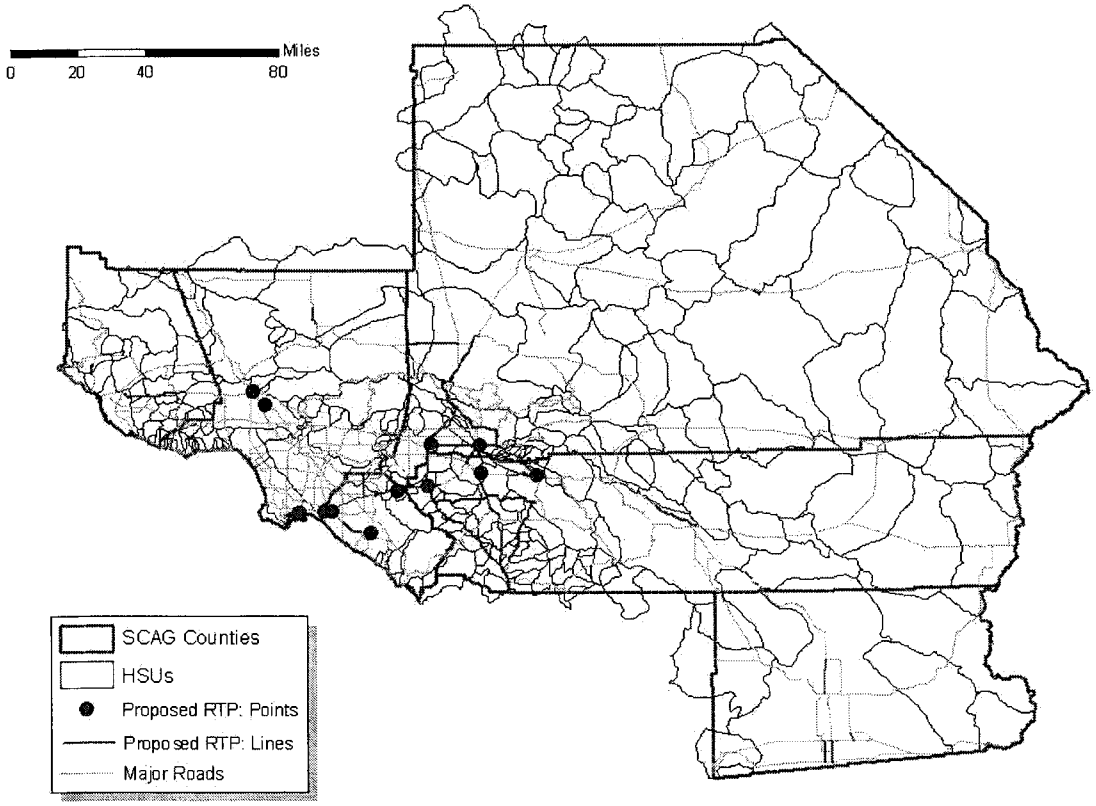


Figure 28. Overlay of proposed RTP Projects and impaired watersheds.

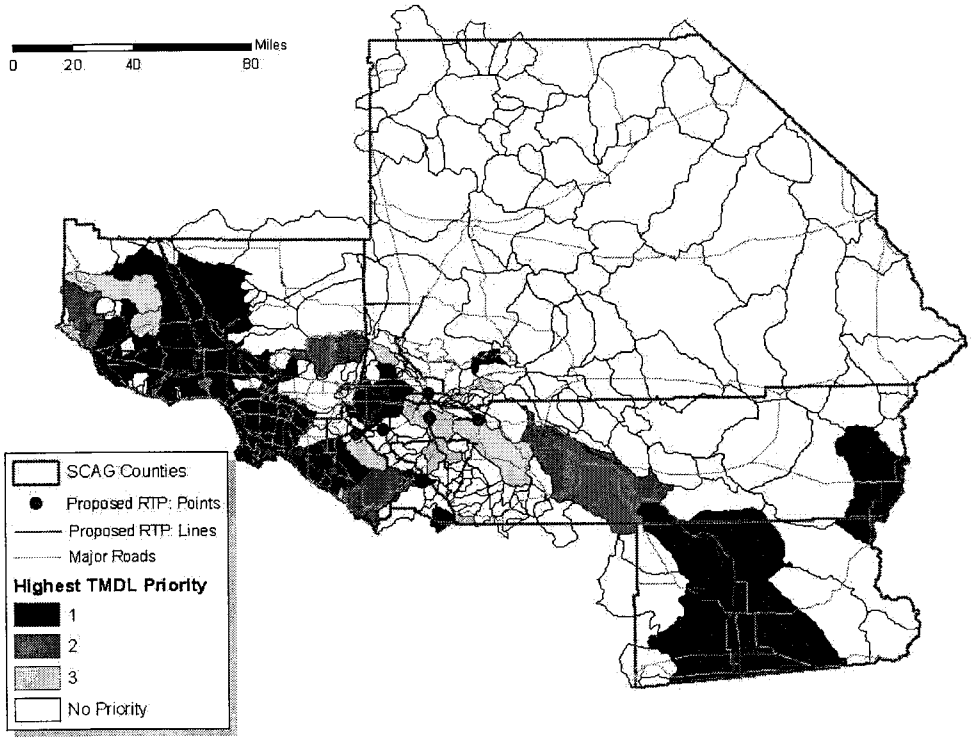


Figure 29. Resolution of TAZ analytical units provided by SCAG.

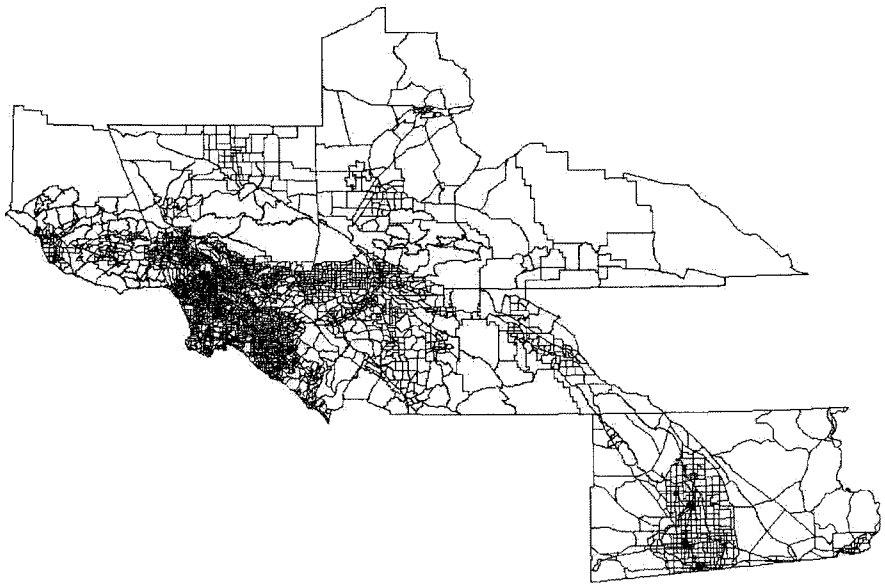
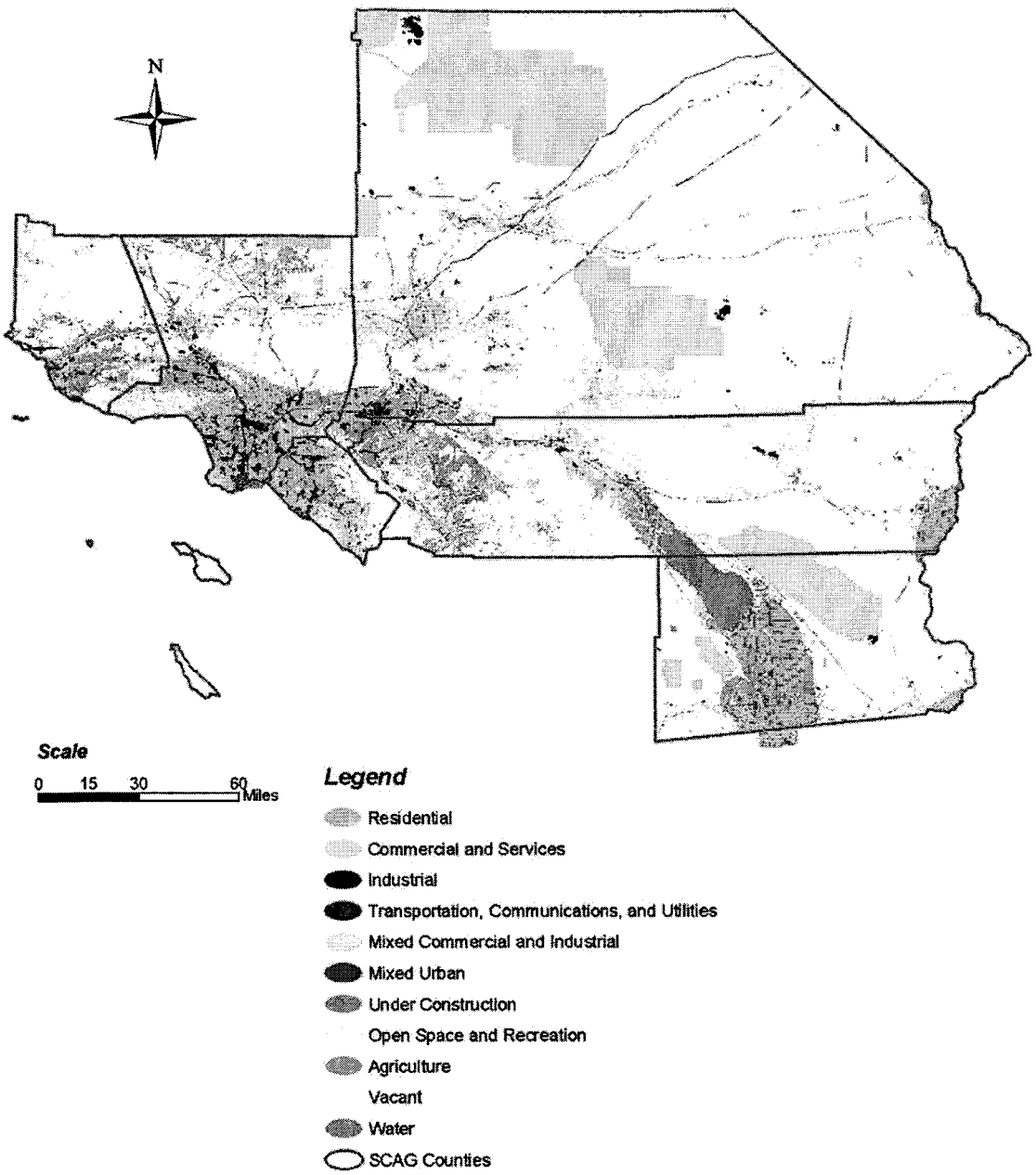


Figure 30. 2003 Landuse data (provided by SCAG).



Future Land Use Scenarios for No Project

Using the TAZ demographic data with these assumption leads to the following projections in terms of land-use and land-use change for 2010 and 2030 (Tables 10 and 11) for the No Project alternative.

Table 10. Projected No Project land use by county for 2010 (km^2)

Land use category	Los Angeles	Orange	Riverside	San Bernardino	Ventura
HD residential	1,989	703	560	582	222
LD residential	306	35	467	518	83
Commercial	591	220	207	228	72
Industrial	714	151	259	286	69
Agriculture	264	51	842	203	450
Grassland/vacant	6,228	860	13,454	49,650	3,818
Forest	104	32	2,850	512	12
Water	100	18	262	71	23
Total area	10,296	2,070	18,901	52,050	4,749
Urbanization	35%	54%	8%	3%	9%

Table 11. Projected No Project land use by county for 2030 (km^2)

Land use category	Los Angeles	Orange	Riverside	San Bernardino	Ventura
HD residential	2,387	751	824	766	253
LD residential	367	37	687	682	94
Commercial	631	229	243	255	82
Industrial	804	162	358	349	79
Agriculture	237	44	700	155	431
Grassland/Pasture	5,666	797	12,977	49,260	3,775
Forest/vacant	104	32	2,850	512	12
Water	100	18	262	71	23
Total area	10,296	2,070	18,901	52,050	4,749
Urbanization	41%	57%	11%	4%	11%

Future Land Use Scenarios for 2004 RTP Plan

The same methodology was used to predict land-use changes for the 2004 RTP scenario. TAZ data was provided by SCAG only for 2030. No TAZ data was provided for Imperial County. Table 12 presents the land use composition by 2030 and change from 2000 to 2030. Given that the differences between No Project and RTP Plan are relatively quite small (mostly 1-3%, with a slightly larger difference in industrial land use for Riverside and San Bernardino for the RTP alternative), the expected impact on water quality should be very similar for these two scenarios.

Table 12. Projected land use considering 2004 RTP Plan by county for 2030 (km^2)

Land use category	Los Angeles	Orange	Riverside	San Bernardino	Ventura
HD residential	2,400	752	844	771	254
LD residential	370	37	703	685	95
Commercial	638	234	228	261	83
Industrial	830	166	383	396	79
Agriculture	232	43	691	153	430
Grassland/Pasture	5,622	788	12,940	49,201	3,773
Forest/vacant	104	32	2,850	512	12
Water	100	18	262	71	23
Total area	10,296	2,070	18,901	52,050	4,749
Urbanization	41%	57%	11%	4%	11%

Using these land-use changes in L-THIA, we evaluated the potential increase in runoff and pollutant loading by county and by watershed, by 2030, relative to SCAG 2000.

3. RESULTS

To provide context for the potential water quality implications of future scenarios, we first analyze recent conditions. We then present the results of future land-use changes.

SCAG 2000 Baseline

Figure 31 displays the projected source allocation of runoff and pollutant loads for the entire SCAG area, for 2003. Runoff and nitrogen are mainly from un-urbanized areas, while other pollutants are mainly from urbanized area.

Figure 31. Probable sources of runoff and pollutants in SCAG area for 2003.

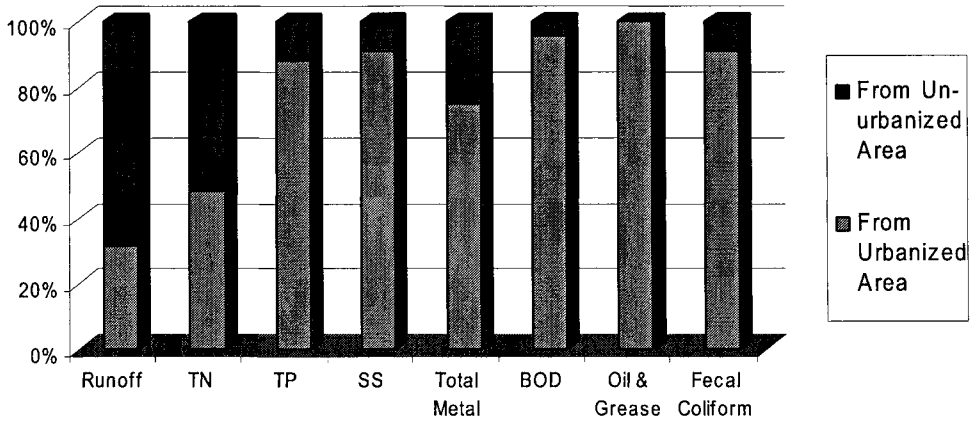


Table 13 presents the estimated runoff volume and contaminant loads in 2000 by county. These are loads from non-point sources; it is expected that point source loads, mostly from wastewater treatment plants, will increase proportional to population increase per county, unless there is a change in the operating conditions at the treatment plant. For example, a number of LA County Sanitation District facilities are undergoing major investments to include Nitrification-Denitrification units, which will decrease Total Nitrogen load significantly in the coming years; these systems had not been installed prior to 2000. The L-THIA model cannot foresee such changes in operating conditions.

Table 13. Projected 2003 annual runoff and pollutant loadings by county

Parameters	Units	Los Angeles	Orange	Riverside	San Bernardino	Ventura
Runoff	**km^3**	1.32	0.26	0.08	0.19	0.64
Total Nitrogen	**tons**	1,356	312	70	218	613
Total Phosphorous	**tons**	217	65	9	42	71
Suspended Solids	**tons**	22,503	6,894	897	4,507	6,572
Total Metals	**tons**	95	26	5	18	26
BOD	**tons**	10,331	3,187	429	2,199	1,641
Oil & Grease	**tons**	2,120	693	86	477	272
Fecal Coliform	**tons**	62	19	2	12	17

Tons = metric tons

In overall terms, LA County contributes the highest load, given its large population and overall runoff (Figure 32). Note that runoff is not directly related to surface area, since it is a strong function of annual precipitation and percent imperviousness. It should again be stressed that the estimates in Table 13 are based on very generalized unit factors, and should be considered more as indicators of trends rather than absolute values.

Figure 32. Projected runoff and pollutant loading contribution by county as of 2003.

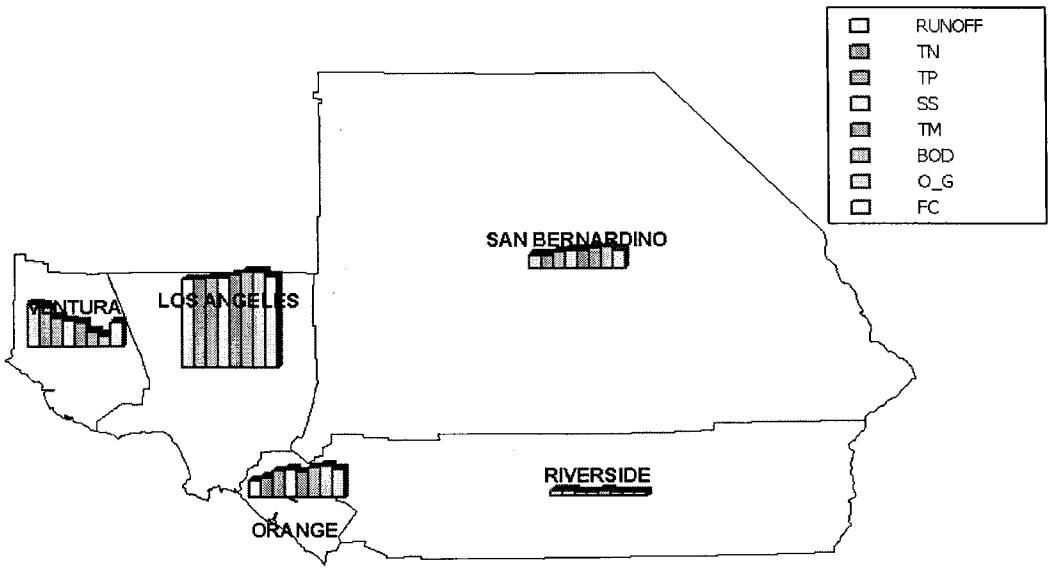


Table 14 presents projections for annual runoff volume and pollutant loading for the various watersheds within SCAG, based on the 2003 land use. These numbers should be used only as rough indicators of water quality impact, since they are obtained from general studies on pollutant loading and may not reflect current practices in these particular watersheds. When runoff volume and pollutant load are normalized by the total area of the watershed, some clear patterns emerge (Table 15). The most urbanized watersheds (top 9 watersheds in gray, Table 15) generate significantly more runoff, partially due to higher precipitation since they tend to be next to the coast, but also due to their higher percentage of impervious area. These runoff rates indicate that an important fraction of the annual precipitation runs through the rivers and reaches the coast or a reservoir. Given the higher runoff rates per unit area. The 6 least urbanized watersheds are in arid areas, with correspondingly low runoff; they also have the least impervious area, so most of the precipitation that falls in these watersheds is either evaporated or stored in the aquifers. The average annual runoff for these 6 watersheds is predicted to be around 3 mm (0.1 inch).

Given the higher runoff levels in the most urbanized watersheds, the predicted non-point source pollutant loads are generally the highest. Most of these watersheds have 303(d) listings for several of these pollutants, and are in the process of developing TMDLs to address them, since the problems are considered to be high priority by their corresponding RWQCBs. The corresponding predicted contribution to concentrations is presented in Table 16. These values are well in line with observed data for Southern California watersheds, after subtracting the point source contribution. Thus, the L-THIA is a reasonable predictor of water quality impacts within the SCAG area.

Table 14. Simulated runoff volume and pollutant loads by watershed as of 2003.

Watershed	Runoff (km^3)	TN (tons)	TP (tons)	TSS (tons)	Metals (tons)	BOD (tons)	Oil & Grease (tons)	Fecal Coliform (billions)
Seal Beach	0.028	42	11	1,222	4	605	132	3.4
Los Angeles	0.221	304	75	7,899	29	3,968	824	22.9
Santa Monica Bay	0.203	238	48	5,050	20	2,470	513	14.3
San Gabriel	0.275	298	54	5,870	24	2,860	623	15.9
Newport Bay	0.055	76	17	1,913	6	776	194	4.6
Calleguas	0.154	306	76	6,739	10	1,239	217	17.3
Santa Ana	0.140	181	42	4,634	17	2,212	512	12.1
Ventura	0.058	58	8	713	3	220	38	1.9
Aliso-San Onofre	0.120	110	13	1,243	6	581	88	3.9
San Jacinto	0.018	17	2	219	1	104	19	0.6
Mojave	0.049	60	13	1,319	5	667	130	4.0
Antelope-Fremont Valleys	0.110	113	16	1,625	6	532	118	3.9
Santa Margarita	0.012	10	1	94	1	46	7	0.3
Santa Clara	0.667	541	36	3,489	24	1,068	170	8.4
Southern Mojave	0.054	47	5	454	3	237	35	1.5

Table 15. Runoff and pollutant loads by watershed as of 2003, normalized by area.

Watershed	Runoff (m)	TN (kg/ha)	TP (kg/ha)	SS (kg/ha)	Metal (kg/ha)	BOD (kg/ha)	Oil & Grease (kg/ha)	Fecal Coliform (M/ha)*
Seal Beach	0.12	1.82	0.49	52.75	0.19	26.12	5.71	147
Los Angeles	0.10	1.41	0.35	36.55	0.13	18.36	3.81	106
Santa Monica Bay	0.14	1.59	0.32	33.89	0.13	16.57	3.44	96
San Gabriel	0.15	1.61	0.29	31.73	0.13	15.46	3.37	86
Newport Bay	0.13	1.84	0.42	46.46	0.16	18.84	4.71	112
Calleguas	0.16	3.10	0.77	68.33	0.10	12.57	2.20	175
Santa Ana	0.03	0.41	0.10	10.59	0.04	5.06	1.17	28
Ventura	0.08	0.84	0.11	10.33	0.04	3.19	0.55	27
Aliso-San Onofre	0.14	1.25	0.15	14.07	0.07	6.58	1.00	45
San Jacinto	0.01	0.09	0.01	1.10	0.01	0.52	0.09	3
Mojave	0.01	0.13	0.03	2.88	0.01	1.46	0.28	9
Antelope-Fremont Valleys	0.03	0.33	0.05	4.77	0.02	1.56	0.35	12
Santa Margarita	0.01	0.07	0.01	0.67	0.00	0.33	0.05	2
Santa Clara	0.16	1.30	0.09	8.40	0.06	2.57	0.41	20
Southern Mojave	0.01	0.05	0.01	0.47	0.00	0.25	0.04	2

*Million fecal coliforms per hectare.

Table 16. Projected contribution to concentrations from non-point sources in 2003.

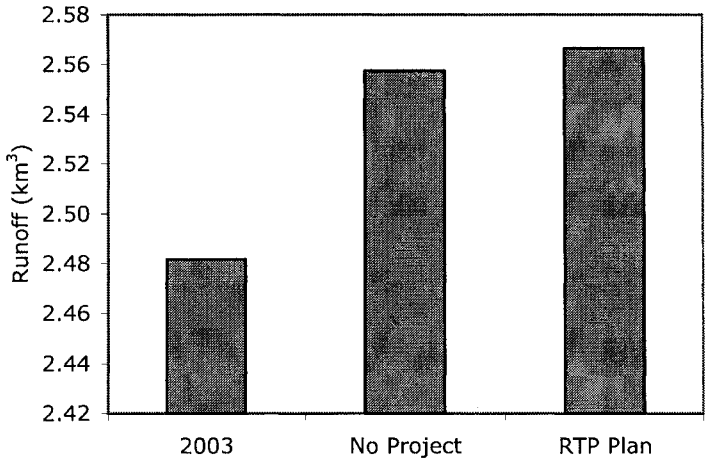
Watershed	TN (mg/L)	TP (mg/L)	SS (mg/L)	Metal (mg/L)	BOD (mg/L)	Oil & Grease (mg/L)	Fecal Coliform (#/100 mL)
Seal Beach	1.5	0.4	43.7	0.15	21.7	4.7	12.2
Los Angeles	1.4	0.3	35.8	0.13	18.0	3.7	10.4
Santa Monica Bay	1.2	0.2	24.8	0.10	12.1	2.5	7.0
San Gabriel	1.1	0.2	21.4	0.09	10.4	2.3	5.8
Newport Bay	1.4	0.3	34.8	0.12	14.1	3.5	8.3
Calleguas	2.0	0.5	43.9	0.07	8.1	1.4	11.3
Santa Ana	1.3	0.3	33.1	0.12	15.8	3.7	8.7
Ventura	1.0	0.1	12.3	0.05	3.8	0.7	3.3
Aliso-San Onofre	0.9	0.1	10.4	0.05	4.9	0.7	3.3
San Jacinto	0.9	0.1	12.0	0.06	5.7	1.0	3.5
Mojave	1.2	0.3	26.9	0.10	13.6	2.7	8.1
Antelope-Fremont Valleys	1.0	0.1	14.8	0.06	4.8	1.1	3.6
Santa Margarita	0.9	0.08	8.0	0.05	3.9	0.6	2.5
Santa Clara	0.8	0.05	5.2	0.04	1.6	0.3	1.3
Southern Mojave	0.9	0.09	8.3	0.05	4.3	0.6	2.7

Future Scenarios

Analysis for entire SCAG area

The first level of analysis is at the SCAG area, without Imperial County, given insufficient data for that area. Overall runoff is not expected to increase significantly for the area (Figure 33), although there are differences among scenarios. All future scenarios will result in some increase in runoff. There is a slightly greater increase for the RTP alternative. The relative changes to 2000 are small, but may result in increased flood frequency.

Figure 33. Annual runoff projections for No Project and RTP scenarios by 2030.



Pollutant loading is more sensitive to the assumptions in the various future land-use scenarios (Figure 34). Loading is dominated by Suspended Sediments (SS), followed by Biochemical Oxygen Demand (BOD) and Oil and Grease (O&G). The nutrients, Total Nitrogen (TN) and Total Phosphorus (TP) have a lower load, but contribute significantly to algal growth, which results in eutrophication, low Dissolved Oxygen (DO) and potentially fish kills, or at least a change in species composition. Loading increase relative to SCAG 2000 indicates that the difference between No Project and RTP Plan is small (Figure 35), but there would be slightly more load from No Project.

Figure 34. Annual pollutant loading projections for different alternatives by 2030.

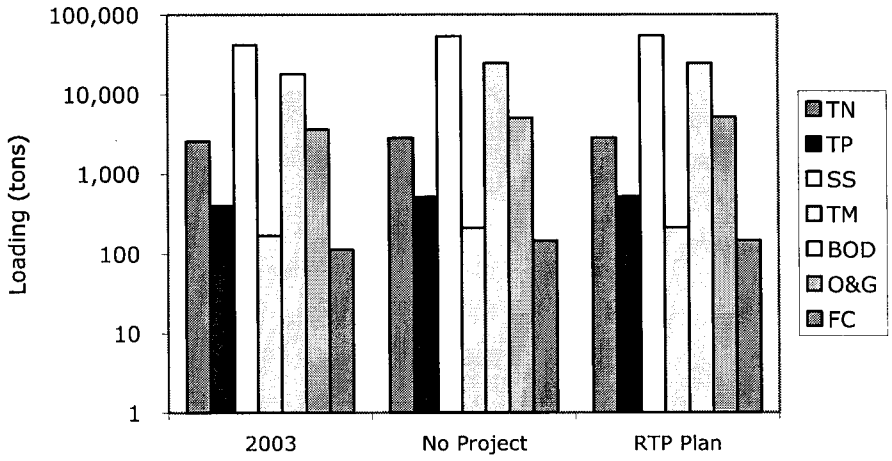
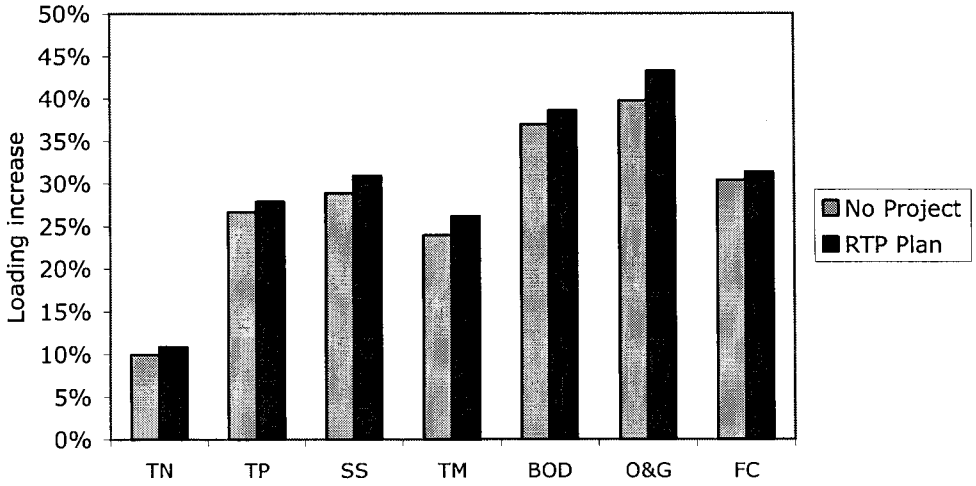


Figure 35. Potential increase in annual pollutant loading by 2030, from 2003.



Analysis by county

Table 17 and Table 18 present the projected increases in runoff and contaminant load increases for the No Project alternative by 2010 and 2030, with respect to SCAG 2003.

Table 17. Projected runoff and load increase from 2003 to 2010 under No Project scenario

Parameters	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG
Runoff	1.3%	0.5%	5.9%	9.5%	0.2%	1.7%
Total Nitrogen	5.5%	4.3%	13%	15%	0.6%	5.2%
Total Phosphorous	15%	11%	36%	24%	3.4%	14%
Suspended Solids	19%	11%	39%	24%	4.7%	16%
Total Metals	16%	10%	27%	21%	5.5%	14%
BOD	20%	15%	41%	25%	15%	20%
Oil & Grease	28%	13%	49%	27%	19%	25%
Fecal Coliform	15%	14%	37%	24%	5.9%	15%

Table 18. Projected runoff and load increase from 2003 to 2030 under No Project scenario

Parameters	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG
Runoff	1.6%	0.8%	13%	21%	0.3%	3.0%
Total Nitrogen	10%	6.5%	30%	33%	1.2%	10%
Total Phosphorous	29%	16%	85%	54%	6.2%	27%
Suspended Solids	32%	16%	85%	51%	8.7%	29%
Total Metals	25%	15%	56%	43%	10%	24%
BOD	37%	22%	92%	55%	27%	37%
Oil & Grease	42%	20%	98%	50%	36%	40%
Fecal Coliform	31%	20%	91%	57%	11%	30%

To see the trends more clearly, parameters are normalized based on the corresponding values of 2003, as shown in Figure 36. Although the land-use changes towards urbanization are important, the overall increase in runoff is small, except in Riverside and San Bernardino counties. Similarly, the increase in Total Nitrogen loads is relatively small, as most of the projected land-use changes trade agriculture for residential. These two points (low increase in runoff and TN) are generally valid for all the future scenarios. In contrast, Suspended Solids, Total Metals, Oil and Grease, and Fecal Coliform are all expected to increase as urbanization proceeds.

The RTP Plan scenario is only slightly different from the No Project scenario. Figure 37 presents these two scenarios as of 2030, compared to the SCAG 2000 prediction. The No Project alternative is slightly better than the RTP Plan alternative, on a county level, with only some noticeable decrease in Suspended Solids (SS), Total Metals (TM), Oil and Grease, and Fecal Coliform in San Bernardino County.

Figure 36. Projected runoff and loading increases by county, based on the No Project scenario, by 2010 and 2030.

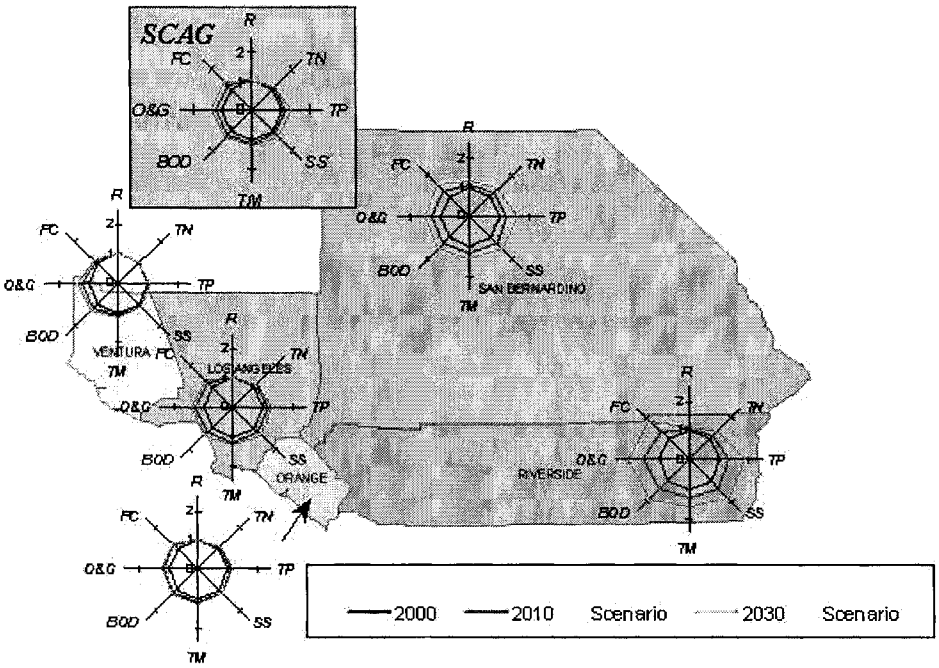
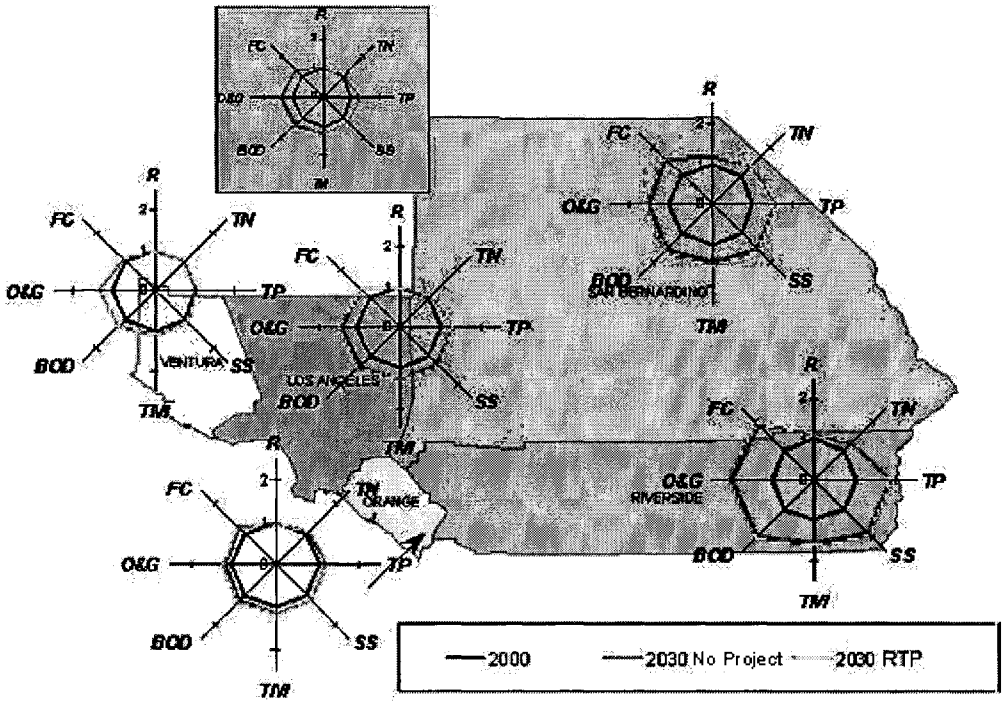


Figure 37. Projected relative runoff and loading increases by county, comparing the No Project and RTP Plan scenarios to SCAG 2000.



Analysis by Watershed

The projected annual runoff and loading results by watershed under each alternative, by 2030, are presented in Appendix A, as well as unit loads by hectare. A more accurate measure of potential impact is the expected increase in concentrations from non-point sources. Tables 19 and 20 present the projected increases or decreases in non-point source contribution to concentrations in streams and rivers for the 15 watersheds with land-use information.

Table 19. Projected increase in non-point source contribution to concentrations under No Project alternative, by 2030

Watershed	TN	TP	SS	Metal	BOD	Oil & Grease	Fecal Coliform
Seal Beach	2%	3%	4%	4%	5%	4%	4%
Los Angeles	2%	5%	6%	6%	7%	8%	5%
Santa Monica Bay	5%	12%	11%	8%	14%	11%	14%
San Gabriel	5%	15%	14%	10%	16%	14%	17%
Newport Bay	3%	11%	12%	18%	25%	22%	17%
Calleguas	-8%	-6%	-5%	24%	40%	37%	3%
Santa Ana	9%	19%	17%	13%	21%	15%	23%
Ventura	1%	7%	8%	8%	17%	23%	9%
Aliso-San Onofre	8%	33%	34%	21%	43%	50%	37%
San Jacinto	16%	65%	64%	39%	74%	75%	72%
Mojave	13%	30%	31%	24%	32%	34%	31%
Antelope-Fremont Valleys	18%	68%	93%	88%	145%	190%	81%
Santa Margarita	17%	89%	92%	46%	104%	125%	98%
Santa Clara	5%	41%	50%	24%	85%	129%	54%
Southern Mojave	9%	44%	48%	24%	48%	67%	44%

Table 20. Projected increase in non-point source contribution to concentrations under RTP Plan, by 2030

Watershed	TN	TP	SS	Metal	BOD	Oil & Grease	Fecal Coliform
Seal Beach	0%	1%	1%	2%	3%	2%	2%
Los Angeles	2%	5%	6%	6%	7%	9%	5%
Santa Monica Bay	5%	13%	12%	9%	14%	12%	14%
San Gabriel	5%	15%	14%	11%	17%	15%	17%
Newport Bay	3%	11%	14%	19%	26%	24%	17%
Calleguas	-8%	-6%	-5%	24%	40%	37%	3%
Santa Ana	9%	20%	17%	13%	21%	15%	24%
Ventura	2%	7%	9%	9%	18%	24%	10%
Aliso-San Onofre	8%	34%	36%	23%	45%	55%	38%
San Jacinto	17%	66%	66%	41%	76%	79%	73%
Mojave	13%	30%	34%	29%	34%	44%	30%
Antelope-Fremont Valleys	19%	72%	99%	95%	155%	206%	85%
Santa Margarita	18%	90%	86%	39%	101%	101%	102%
Santa Clara	5%	42%	51%	24%	87%	134%	55%
Southern Mojave	10%	47%	53%	27%	52%	76%	47%

These contributions to concentrations provide a normalized assessment of water quality impact, taking into account the capacity of the available runoff in each watershed to assimilate the pollutant loads. To assess the impact of the various alternatives, we have chosen to highlight in orange those watersheds that have more than three pollutant concentrations projected to increase by at least 15% by 2030. In yellow we highlight those that have only three pollutant concentrations projected to increase by at least 15% by 2030. These criteria are arbitrary, but given the relatively large uncertainty in translating land-use change to actual water quality impact, it seems appropriate to assume that the change would have to be at least 15% or larger.

Under these assessment criteria, the two alternatives have potential for impacting several watersheds, with the No Project alternative only slightly better than the RTP scenario. It is important to note that the impact of development will be greatest on the currently least urbanized watersheds. Under some scenarios, pollutant loading is actually expected to decrease in some of the most heavily urbanized watersheds (e.g. Seal Beach, Newport Bay, Calleguas), as redevelopment produces a better alternative from a water quality perspective.

4. Conclusions

This study on the potential impact of future land-use development and redevelopment on water quality serves to illustrate the importance of land-use planning. For the same increase in population within the large SCAG region, the possibilities for impacts on water quality are quite different depending on the distribution of population, and the level of redevelopment.

From our analysis, the two scenarios may result in some water quality impacts if actions are not taken. Increases in runoff could lead to more flooding during the rainy season, and increases in non-point source loading may increase the respective contribution to concentrations in rivers and streams. These scenarios were based on a constant density assumption, which results in the highest conversion of land to urbanized land-uses.

The Antelope-Fremont Valleys watershed will be the most likely to be impacted under any scenario, given the projected increase in population in this area. In general, the currently least-developed watersheds are at highest risk of future development scenarios, in part due to their low runoff rates, which result in less assimilation capacity of potential pollutant loads.

Runoff is expected to only increase by a few percent across the SCAG area, as more land surface becomes impermeable. The loading of Suspended Solids, Total Metals, Oil and Grease, and Fecal Coliform is likely to see the greatest increase as the SCAG area urbanizes, with a potential for impact water quality. Although this analysis does not take into account potential investments in water treatment for point and non-point sources (i.e. structural Best Management Practices), it does serve to highlight those areas that are at highest risk and thus would have to consider important increases in such investments.

5. References

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APPENDIX

Table A1. Simulated runoff volume and pollutant loads for No Project as of 2030.

Watershed	Runoff (km^3)	TN (tons)	TP (tons)	TSS (tons)	Metals (tons)	BOD (tons)	Oil & Grease (tons)	Fecal Coliform (billions)
Seal Beach	0.029	45	12	1,316	5	660	144	3.7
Los Angeles	0.231	325	83	8,778	32	4,437	934	25.3
Santa Monica Bay	0.201	246	54	5,553	21	2,770	563	16.2
San Gabriel	0.275	313	62	6,672	27	3,327	711	18.6
Newport Bay	0.057	80	20	2,214	8	997	243	5.5
Calleguas	0.159	292	74	6,617	13	1,791	307	18.3
Santa Ana	0.164	231	59	6,341	23	3,133	692	17.5
Ventura	0.058	59	8	777	3	259	47	2.1
Aliso-San Onofre	0.118	117	18	1,651	7	820	131	5.4
San Jacinto	0.021	23	4	417	2	212	39	1.3
Mojave	0.072	99	25	2,523	9	1,290	256	7.6
Antelope-Fremont Valleys	0.138	167	34	3,919	15	1,633	430	8.9
Santa Margarita	0.013	13	2	204	1	105	17	0.7
Santa Clara	0.670	573	51	5,246	30	1,982	391	13.0
Southern Mojave	0.060	57	8	741	4	386	64	2.4

Table A2. Simulated runoff volume and pollutant loads for RTP as of 2030.

Watershed	Runoff (km^3)	TN (tons)	TP (tons)	TSS (tons)	Metals (tons)	BOD (tons)	Oil & Grease (tons)	Fecal Coliform (billions)
Seal Beach	45	12	1,324	5	664	145	3.7	45
Los Angeles	326	83	8,804	32	4,448	938	25.3	326
Santa Monica Bay	246	54	5,569	21	2,777	566	16.2	246
San Gabriel	314	62	6,710	27	3,344	717	18.7	314
Newport Bay	81	20	2,247	8	1,012	249	5.6	81
Calleguas	292	74	6,617	13	1,798	306	18.4	292
Santa Ana	232	59	6,343	23	3,142	689	17.6	232
Ventura	59	8	781	3	261	48	2.1	59
Aliso-San Onofre	118	18	1,680	7	833	136	5.4	118
San Jacinto	23	4	424	2	216	40	1.3	23
Mojave	103	26	2,713	10	1,370	286	7.8	103
Antelope-Fremont Valleys	172	35	4,128	15	1,730	463	9.3	172
Santa Margarita	13	2	195	1	103	15	0.7	13
Santa Clara	574	52	5,297	30	2,005	399	13.1	574
Southern Mojave	57	8	772	4	401	68	2.4	57

MEMO

DATE: September 2, 2004

TO: The Energy and Environment Committee (EEC)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: AB 2006 (Nunez) The Reliable Electric Service Act of 2004

SUMMARY:

AB 2006, the Reliable Electric Service Act of 2004, introduced by Assembly Speaker Fabian Nunez (D-Los Angeles) and sponsored by Southern California Edison, attempts to continue the legislative reforms initiated after the electricity crisis of 2000-2001. The bill clarifies an investor-owned electric utility's obligation to serve direct-access customers, what costs it may recover in regard to new generation resources, and specifies long-term planning in which an IOU must engage. No longer included in AB 2006 are provisions relating to core/non-core issues.

BACKGROUND:

The historical mandate of the California Public Utilities Commission (CPUC) was to protect the public from excessive rates charged by the public utilities in light of their monopoly powers. With deregulation and the desire to cultivate wholesale and retail competition, the CPUC compelled investor-owned electric utilities (IOUs) to sell off power plants needed to serve their customers, leaving IOUs to buy power through spot markets.

During the electricity crisis, long-term, bilateral contracts between generation resources and IOUs were seen as the way to stabilize high prices. The CPUC was required to review any of these contracts for reasonableness, which IOUs considered a deterrent because the recovery of costs might be disallowed. It was also during this time that the Department of Water Resources negotiated long-term contracts for IOUs for energy resources.

In 2003, to assist IOUs in resuming their own procurement, the Legislature passed AB 57 to ensure IOUs could recover procurement expenses if the procurement was consistent with CPUC-approved plans. The law pertained only to wholesale procurement and did not address other costs, such as investments in IOU-owned generation.

AB 2006 attempts to continue the legislative reform that followed the crisis; over the months since its introduction, however, the bill has been extensively amended, even as late in the legislative session as August 9th, and the final shape of the AB 2006 is unknown at this time. The gist of the bill, although now uncoupled from core/non-core issues, has been consistent in its focus on the financial incentives needed by IOUs to meet load requirements over the long-term.

AB 2006 makes the following changes in each of the areas below:

Obligation to Serve: The bill restates and further specifies an IOU's obligation to plan for and provide to its customers reliable electric service. AB 2006 clarifies that IOUs have no obligation to buy electricity or meet resource adequacy requirements for a direct-access customer (one who contracts for service with a third-party electricity provider). The bill requires costs incurred to implement direct-access to be recovered from direct access customers, thereby preventing cost-stranding or cost-shifting.

Cost Recovery: AB 2006 requires the CPUC to approve and maintain rates sufficient to ensure that an IOU fully recovers both its initial capital investment in new generation resources and its costs of contracting for generation resources with another entity, including collateral requirements and debt equivalence associated with the contract.

Long-Term Planning: AB 2006 requires each IOU to prepare a long-term integrated resource plan (IRP) every three years to achieve a diversified portfolio of resources to serve its customers. The IRP must include 5- and 10-year forecasts and identify needed resources. The CPUC must review and approve the IRP, and may make revisions it determines necessary.

The IRP must also provide for investments in energy efficiency and load management resources that compare favorably to supply alternatives in terms of costs, environmental improvements and reliability. Furthermore, the IRP must provide for investments in necessary generation resources, including contracts for existing, new, re-powered or co-generation projects. The IRP may provide for investments in distributed generation resources under specified conditions related to improving reliability and deferring traditional distribution investments.

AB 2006 requires an IOU, through its IRP, to meet resource adequacy requirements for the electric load of its customers through a portfolio of contracted-for generation and IOU-owned generation, combining the potential benefits of a competitive wholesale market, and including operating efficiencies and lower prices, with the stability of cost-of-service generation resources, to achieve the "best value" for ratepayers at just and reasonable rates.

Transmission: AB 2006 requires the CPUC to prepare a plan to streamline the siting process for transmission projects and a report on the status of pending transmission projects by July 1, 2005.

Resource Adequacy: The bill requires all load-serving entities except municipal utilities and customer generators to meet the same requirements for resource adequacy and resource diversity as applicable to IOUs. The cost of meeting resource adequacy requirements is to be equitably recovered from all customers through CPUC-approved rates.

Rates: AB 2006 authorizes the CPUC to order an IOU to offer discounted rates to large manufacturing customers if the CPUC determines those customers face a competitive disadvantage compared to others states' electricity rates.

CP#102002

AB 2006 (Núñez) The Reliable Electric Service Act of 2004, will accomplish the following critical objectives to ensure Californians receive reliable and affordable electric service:

- **Ensure Reliable Electric Service** by requiring investor-owned utilities and electricity service providers to meet stringent reliability requirements. The bill provides that such requirements ensure system and local area reliability as well as provide for investment in new generation. The PUC is charged with establishing and enforcing such requirements.
- **Ensure Adequate Investment** by ensuring that costs to bring power on-line are recoverable in rates, but only if those costs are found reasonable by the PUC. This rule would apply both to direct investments by utilities as well as the costs of contracting for power with third parties.
- **Guide Utility Planning** by specifying that utilities' long-term integrated resource plans identify all cost-effective energy efficiency and load management options, as well as ensuring renewable requirements are met as well as ensuring that overall resource adequacy requirements are met. The bill specifies that the PUC must find that there is an optimal mix of both utility and independent generation that provides best value to customers.
- **Address Rate Equity** by requiring the PUC to report to the Legislature whether or not rates are allocated across customer classes on a cost-of-service basis. In addition, the bill authorizes the PUC to offer rate discounts to large manufacturing customers if it finds they are at a competitive disadvantage vis a vis their out-of-state competition.

AB 2006 (Núñez)
"Reliable Electric Service Act of 2004"

California's Energy Future Uncertain

There is a matter of urgency facing California's electricity consumers. Just three short years ago, an energy crisis crippled this state. Rolling blackouts and price spikes threatened the economic well being of California consumers and businesses. Today, California's energy future is uncertain.

The California Energy Commission (CEC) forecasts a need for new generation capacity to be on-line beginning summer of 2006 to ensure electric system reliability. The Independent System Operator (ISO) believes that the state could experience reserve capacity shortages as early as summer of 2004.

However, new generating capacity is not being built, and existing generating capacity is being taken out of service.

> **New Generating Capacity Approved, But Not Yet Online:** Nearly 10,000 MW of generating capacity has been licensed by the CEC, but only 3,000 MW are currently under construction and on schedule.
>
> **Aging Generating Capacity at Risk:** Over 20,000 MW of existing generating capacity has been divested by utilities. This capacity is over 35 years old and is less efficient and more costly to operate than new generation. Less than 5,000 MW are currently under long-term contracts. Plant owners have announced plans to mothball 824 MW of existing generating capacity in Southern California this year. The ISO estimates that an additional 3800 MW of existing generating capacity are at risk.

Regulatory uncertainty and market instability continues to stifle new investment in generating capacity and threatens the economic viability of existing generating capacity. To successfully attract investment, the current uncertain regulatory framework must be replaced with a clear, durable framework so that efficient, cost-effective supply and demand resources are acquired at prices California consumers and businesses can afford.

Investing in California's Energy Future

California consumers and businesses depend on safe, reliable, and affordable electric service. To meet customer needs reliably, California must now invest in new generating capacity. The key to those investments will be a clear, durable framework which includes workable competitive wholesale and retail markets.

The financial markets will not today, or in the foreseeable future, support new power plant construction in the absence of regulatory certainty and market stability. Investment is necessary and essential to ensure that adequate, efficient, cost-effective supply and demand resources are available to reliably serve customers at reasonable cost.

Investment requires long-term commitments to facilitate financing, which in turn require cost recovery assurance, a stable and predictable customer base, and resource adequacy requirements that apply equally to each load serving entity.

Consequences of Inaction

The consequences of inaction are well known and deeply felt: volatile energy prices, rolling blackouts and the signing of long term contracts under duress, resulting in billions of excess energy costs for consumers and businesses. It is in the interest of California consumers to act expeditiously and deliberatively to ensure adequate investments are made in cost effective supply and demand resources to reliably meet the needs of California consumers.

AB 2006 (Núñez) the "Reliable Electric Service Act"

AB 2006, the "Reliable Electric Service Act" creates a clear, durable regulatory framework to stimulate much needed investment in efficient, cost-effective supply and demand resources. AB 2006 would affirm the utility obligation to provide reliable, reasonably priced electric service, provide for the recovery of reasonable investments, ensure that investments provide the best value to ratepayers, provide choice to large customers, and create workable competitive wholesale and retail markets. Specifically:

- **Section 400.1 Obligation to Provide Reliable, Reasonably Priced Electric Service**
  In order to ensure that customers receive reliable, reasonably priced electric service, AB 2006 affirms the utility obligation to plan and provide adequate, efficient, cost effective supply and demand resources

- **Section 400.5 Cost Recovery Assurance for Needed Investments**
  In order to attract sufficient capital to make investments in needed resources to serve utility customers, AB 2006 requires the CPUC to establish and thereafter maintain rates that ensure the full recovery of utility investments found reasonable, and the full cost of contracting for non-utility generation including debt equivalence and collateral.

- **Section 400.10 Long-Term Resource Plan**
  In order to ensure that adequate investments are made to reliably serve utility customers at reasonable costs, AB 2006 requires utilities to prepare a long-term resource plan to achieve a diversified portfolio of cost-effective supply and demand resources.

- **Section 400.15 (a) Resource Selection Process to Achieve "Best Value" for Consumers**
  In order to optimize investment on behalf of utility customers, AB 2006 provides that the process for utility selection and CPUC approval of resources be designed to achieve best value for consumers considering price, reliability, stability, efficiency, cost effectiveness, system impacts, resource diversity, and risk.

- **Section 400.15 (b) Diversified Portfolio**
  In order to ensure that ratepayers receive best value, AB 2006 requires each utility to manage a diversified portfolio of non-utility owned generation under contract and utility owned generation, combining the potential benefits of a competitive wholesale market with the stability of cost of service generation.

- **Section 400.15 (c) Wholesale Market Structure**
  In order to achieve best value for ratepayers, AB 2006 provides that investments in generation are to be obtained through competitive solicitations for non-utility generation, bilateral contracts for non-utility generation, and from commission approved cost of service utility owned generation.

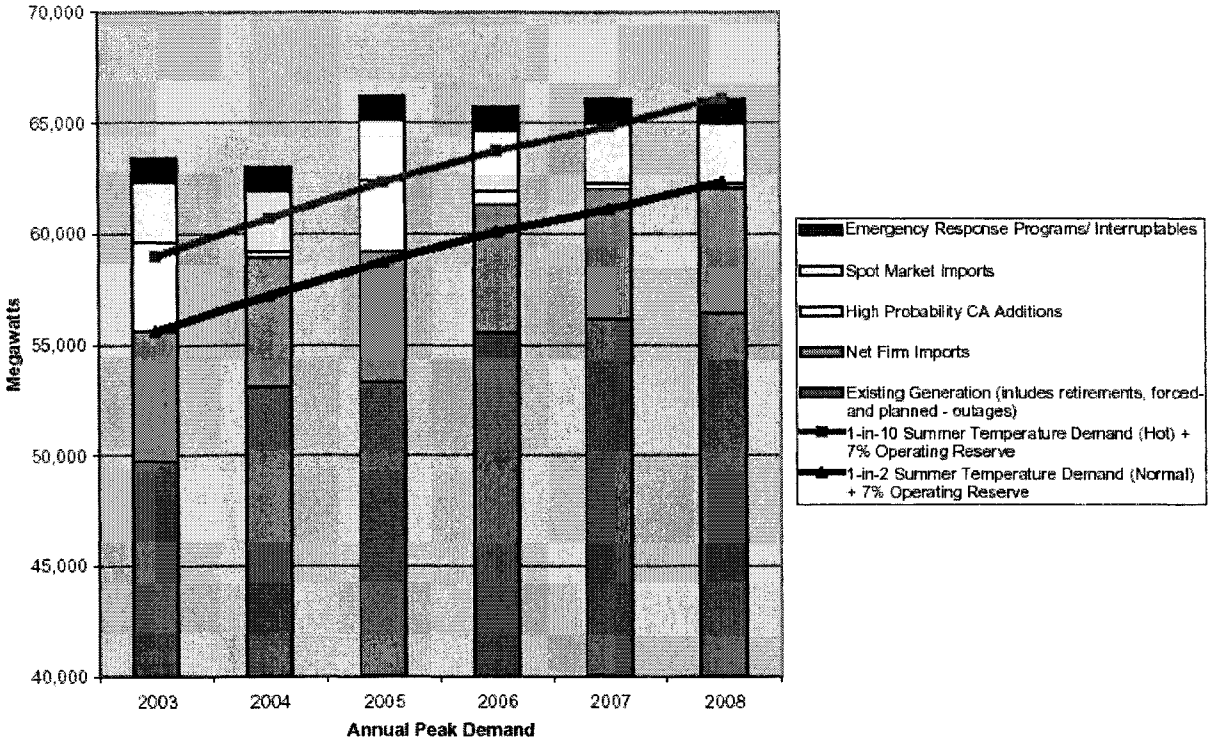
- **Section 400.18 Transmission Need Determination**
  In order to eliminate duplication and facilitate investment in needed transmission, AB 2006 provides that the ISO determination of need for transmission facilities is conclusive for purposes of a CPCN need determination.

- **Section 400.21 Retail Market Structure: Core / Non-Core**
  In order to ensure that adequate investments are made without creating stranded costs or shifting costs among customers, AB 2006 creates a "core / non-core" retail market structure whereby utilities are obligated to provide service to small customers with maximum peak demand less than 500kW ("core") on a cost-of-service basis while large customers with maximum peak demand higher than 500kW ("non-core") could elect Direct Access from a competitive non-utility electric service provider.

- **Section 400.22 Resource Adequacy / Public Policy Preferences Apply Equally**
  In order to ensure that all energy customers contribute equitably to investments in resources needed to serve them, AB 2006 requires all load-serving entities, including non-utility electric service providers and community choice aggregators, to meet the same requirements for resource adequacy, resource diversity, and renewable portfolio standard as electrical corporations.

  AB 2006 requires the CPUC to establish resource adequacy requirements, and for the ISO to implement and enforce the requirements in a nondiscriminatory manner on all load serving entities. AB 2006 provides

Supply Demand Balance for 2003 - 2008



Source: California Energy Commission , "California's 2003 Electricity Supply and Demand Balance and Five-Year Outlook," 5/20/03.

Energy Facility Status

Approved / Under Construction	Status	Capacity (MW)	Construction Completed (percent)	Location	Date Approved	Original On-line Date	Current On-line Date
Pico Power Combined Cycle - Silicon Valley Power	Construction	147	10	Santa Clara Co.	9/9/2003	12/04	12/04
Modesto Irrigation District – RIPON Simple Cycle	Financing	95	0	San Joaquin Co.	2/4/2004	3/05	3/05
Magnolia - SoCal Power Authority	Construction	328	25	Los Angeles Co.	3/5/2003	5/05	5/05
SMUD Combined Cycle Phase 1	Construction	500	5	Sacramento Co	9/9/2003	6/05	6/05
Metcalf - Calpine	Construction	600	15	Santa Clara Co.	9/24/2001	7/03	7/05
City of Vernon Combined Cycle	Construction	134	3	Los Angeles Co.	5/20/2003	11/05	11/05
Salton Sea Geothermal	Financing	185	0	Imperial Co.	12/17/2003	1/06	1/06
Mountainview - Intergen (SCE)	Re-Financing	1,054	15	San Bernardino	3/21/2001	6/03	4/06
Pastoria - Calpine	Construction	750	65	Kern Co.	12/20/2000	1/03	6/05
Palomar Escondido - Sempra	Financing	546	0	San Diego Co.	8/6/2003	8/05	8/05
San Joaquin Valley Energy Center - Calpine	On Hold	1,087	0	Fresno Co.	1/14/2004	1/06	On Hold
Otay Mesa - Calpine	Const. on hold	510	7	San Diego Co.	4/18/2001	7/03	Unknown
East Altamont - Calpine	On Hold	1,100	0	Alameda Co.	8/26/2003	7/03	Unknown
Western Midway-Sunset - Mission	On Hold	500	0	Kern Co.	3/21/2001	7/03	Unknown
Contra Costa - Mirant	Const. On Hold	530	7	Contra Costa	5/30/2001	8/03	Unknown
Three Mountain - Covanta	On Hold	500	0	Shasta Co.	5/16/2001	12/03	Unknown
Russell City - Calpine	On Hold	600	0	Alameda Co.	9/11/2002	12/04	Unknown
Valero Cogen, Unit 2	On Hold	51	0	Solano Co.	10/31/2001	12/02	On Hold

Approved Total	**10,280**
Construction On Schedule Total	**3,043**
Approved On Hold	**5,548**

Color Key
On Schedule
On-line Date is expected to be delayed beyond the date shown. Developers report that new on-line date will be determined when markets are favorable and financing is available
On hold or Suspended

AB 57 vs AB 2006
Complementary Elements
For an Integrated California Energy Framework

Energy Framework Element	AB 57	AB 2006	Comments
• **Obligation to Serve**	No	Yes	AB 2006 affirms utility obligation to provide reliable, reasonably priced service for its customers.
• **Long-Term Resource Plan**	No	Yes	LTRP provides overall portfolio goals, objectives, and resource options.
• **Procurement plan (PP)**	Yes	Yes In accordance with AB 57	PP provides AB 57 upfront achievable standards and criteria for contracting for resources. CPUC approved LTRP goals and objectives to be implemented through CPUC approved PP.
• **Cost recovery** Third Party Contracts	Yes Partial Costs	Yes Full Cost Debt equivalence Collateral	**AB 57** provides overall framework for contract cost recovery. **AB 2006** specifies that debt equivalence and collateral are costs of contracting. **AB 2006** requires the commission to establish and maintain rates sufficient to fully recover full cost of contracting.
• **Cost recovery** Utility Direct Investment	No	Yes	**AB 2006** requires the commission to establish and maintain rates sufficient to fully recover utility investments found reasonable, and provides a reasonable opportunity to fully recover commission authorized return on investment.
• **Diversified Portfolio** Non-utility and utility owned	Yes short-term and long-term products	Yes non-utility-owned market based contracts and utility-owned cost-of-service generation	**AB 2006** requires utility to manage diversified portfolio of non-utility owned and utility owned generation combining the potential benefits of a competitive wholesale market such as operating efficiencies and lower prices, with the stability of cost of service generation.
• **Customer Base Stability** Core Noncore Market	No	Yes	**AB 2006** creates a core noncore market whereby non-core customers (large customers > 500 kW) could choose to purchase electricity from a non-utility electric service provider. Core customers receive reliable service at regulated rates.
• **Resource Adequacy**	No	Yes	**AB 2006** provides that RAR apply equally to all LSE's. **AB 2006** defines RAR: adequate physical generating capacity, where and when it is needed to ensure local and system reliability. **AB 2006** provides that all customers pay pro rata share of RAR

Attachment A

COMMITTEE ON ENVIRONMENTAL QUALITY
Legislative Agenda
March 2004
San Jose
(* proposed consent item)

ENERGY AND UTILITIES

1. AB 2006 (Nunez). Electricity Restructuring.

Description: One of the central elements of California's experiment with electricity restructuring was direct access, where electricity users could purchase power from third parties other than their existing investor owned utility. Another element was the requirement that California's investor owned utilities sell a portion of their generating capacity so they could not exercise market power inappropriately. When the state began purchasing power on behalf of the utilities, the PUC prohibited new direct access arrangements in order to ensure that the state's costs were recovered. Currently, the only new direct access opportunities permitted are those undertaken by cities and counties if they decide to pursue community choice aggregation and purchase power on behalf of all of their residents and businesses.

Although the 2001 energy crisis is "over", many observe that California still has not invested properly in new generation or transmission capacity to meet future needs. According to information provided by Southern California Edison (SCE), nearly 8000 MW of generating capacity has been licensed by the California Energy Commission, but only 2900 MW are currently under construction and on schedule. In addition, the existing power generating system is aging. Finally, investment needs to be made in upgrading and expanding California's transmission system. Many observe that to ensure a reliable and stable energy system, California must invest in new power plants, upgrade or repower existing generating plants, and invest in the transmission system.

This measure would enact the Reliable Electric Service Act of 2004. The purpose of AB 2006, according to SCE and the author's office, is to establish a framework which will encourage investment in new and upgraded energy infrastructure. It would apply only to investor owned utilities, not municipal utilities. The bill would provide that in order to ensure that adequate investments are made to meet the utility's obligation, each utility would be required to prepare an integrated resource investment plan to achieve a diversified, environmentally sustainable portfolio of utility-owned and procured efficient, cost-effective supply and demand resources. And, in order to optimize investment, the process for utility selection and California Public Utility Commission approval of investment in these resources must be designed to achieve "best value" for consumers, considering efficiency, cost effectiveness, system impacts, resource diversity, and risk.

AB 2006 also would establish a core and non-core customer model in which customers using great than 500 MW peak demand could purchase power through direct access. Customers with 500 MW peak demand generally are very large industrial users of electricity. The existing utility would be required to serve all remaining customers. Cost shifting as a result of non-core customers leaving would be prohibited. In order to ensure that adequate investments are made to reliably serve core customers at reasonable cost,

Last year, several bills were introduced to revisit California's experiment in electricity restructuring (they stalled) and this year, several spot bills have been introduced. The League did not get involved in the debate last year, except to ensure that the bills did no harm to options for cities to undertake community choice aggregation. According to the author's office, AB 2006 has no intentional impacts on municipal utilities or community choice aggregators. SCE has indicated that if there are unintended impacts, that

they will be fixed. Large energy users as well as independent power providers (i.e., merchant generators who purchased utility generating assets or have built their own plants) likely would prefer either unlimited direct access opportunities or a lower threshold than 500 MW for core/non-core customers.

Issue: What position, if any, should the League take on AB 2006? Is there a need to re-establish a structure that encourages responsible investment in energy infrastructure, and if so, does the system proposed in AB 2006 make sense? Is it appropriate to re-authorize limited opportunities for direct access for very large customers, and require the existing utility to continue to serve remaining customers, as the core/non-core model proposes (except those who are part of a community choice aggregation system undertaken by a city or county)? Or, should all users, regardless of size, be eligible for direct access?

Staff Recommendation: Support in concept. While the League has not taken a position in the past on core/non-core proposals, as included in AB 2006 such a bifurcation is reasonable and safeguards against cost shifting are firmly included in the bill. In addition, investment in California's electricity infrastructure is vital to ensure a safe, stable, reliable, sustainable and environmentally sound energy system. Staff should work with author and others to ensure that the bill has no intended or unintended detrimental impacts on community choice aggregation or municipal utilities. The League should not take a position on whether or not the 500 MW threshold is too high, too low, or just right.

April 13, 2004

The Honorable Speaker Fabian Nunez
State Capitol, Room 219
Sacramento CA 95814

RE: AB 2006 (Nunez). Electricity.

NOTICE OF LEAGUE PRELIMINARY SUPPORT IN CONCEPT

Dear Speaker Nunez:

On behalf of the League of California Cities, I am pleased to inform you that the League has adopted a preliminary support in concept position on your AB 2006. This preliminary position was adopted by the League's Environmental Quality Policy Committee in mid-March and must be confirmed by our Board of Directors at their meeting later this week. However, since the bill will be heard Monday April 19 in the Assembly Utilities and Commerce Committee, we want to share our preliminary position with you now.

AB 2006 would establish the "Reliable Electric Service Act of 2004". It would put in place a number of important procedures that would facilitate and encourage investment in California's energy infrastructure – including generation and transmission facilities – in order to promote stable and reliable electric service in the future. The bill also would establish a procedure for very large electricity users to purchase power from a third party through direct access. This core/non-core approach, however, would be permitted only if the transaction does not result in stranded costs or cost-shifting.

AB 2006 would establish requirements of the investor owned utilities to plan for the future, while at the same time requiring them to invest in renewable, sustainable and diversified power. It would establish criteria for re-powering existing plants and maintain the requirements in existing law for renewable energy. Importantly, the bill does not impinge upon the ability of municipal electric utilities to provide service to their customers.

The League supports the concepts included in AB 2006 because we understand that California's economy and the welfare of our communities depend upon a reliable and stable energy supply. Clearly, California does not want to repeat the crisis situation that occurred in 2001 as a result of a failed restructuring system. AB 2006 would establish a framework to encourage investment in efficient and cost-effective energy infrastructure and the needed financing for that infrastructure.

The League looks forward to working with your office and the sponsor, Southern California Edison, as the bill moves forward. We anticipate taking a formal support position after review of subsequent amendments as the bill moves along.

Sincerely,

Yvonne Hunter
Legislative Representative

Cc: Members and Consultant, Assembly Utilities and Commerce Committee

Californians for Reliable Electric Service

July 12, 2004

To: CRES members and other AB 2006 supporters

Fr: Jim Conran

Re: AB 2006 –Taking Control of Our Energy Future!

I want to again thank all of you for your support of AB 2006 and your participation in the legislative process. The diverse and broad based support for the bill has helped remind legislators that reliable and affordable power is important to residents and small businesses, and we want action taken to prevent another out of control energy market – before it's too late.

It has been dumbfounding to watch opponents of AB 2006 – led by unregulated power generators – attempt to argue **against** the need for legislation. They point to existing legislation and various CPUC activities underway as sufficient action to take control of our energy future.

Of course, it is the very companies who stand to benefit financially from an unstable energy market, who are advocating against the need for legislation and grossly misrepresenting AB 2006. They cloak their opposition under the guise of concern that regulated utilities will assume responsibility for building "all the power generation in the state" – and somehow charge too much. It is humorous at best, and insulting at worst that the very companies who thought it was acceptable to rip Californians off to the tune of $9 billion over a handful of months and charge "whatever price the market would bear" for the essential commodity of electricity are now trying to prohibit utilities from being able to provide a small portion of the state's power needs under regulated, cost-of-service rates.

I am confident that memories from the energy crisis and the brash examples of market manipulation are too fresh in the minds of legislators and the Governor to be fooled by misleading and self-serving rhetoric. The simple fact is, California residents, businesses and our economy need AB 2006. **We need a law to:**

- **Safeguard against market manipulation** by ensuring that neither utilities nor unregulated generators can dominate and control our state's power needs. **AB 2006 would require** that California's future power needs be met with a mix of cost-based generation provided by utility owned plants under rigorous regulatory scrutiny, combined with power secured from independent power generators through a competitive bidding process. Shared responsibility will provide comparative benchmarks and prevent inflated pricing by either unregulated power generators or investor owned utilities.

California Small Business Association

Consumers First

Consumers Coalition of California

California Senior Action Network

Congress of California Seniors

Planning and Conservation League

San Gabriel Regional Mountains Conservancy

National Coalition of Hispanic Organizations

California Black Chamber of Commerce

Orange County Black Chamber of Commerce

Asian Business Association of Los Angeles

Californians for Reliable Electric Service
1121 L Street, Suite 803, Sacramento, California 95814
(916)443-0872 phone (916) 442-3510 fax
www.4reliability.org

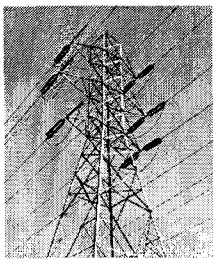
- **Require all companies that sell power be required to maintain a certain percentage of reserve power** – to ensure the state has sufficient supplies of power at all times and the cost of reserve power is spread out among all customers statewide, not just a few. **AB 2006 would require** the CPUC to establish resource adequacy requirements in a nondiscriminatory manner on the regulated utilities and independent third party energy providers to ensure the power is there at all times, especially the hot summer months when demand on the electric system is greatest...and at the least cost to ratepayers.

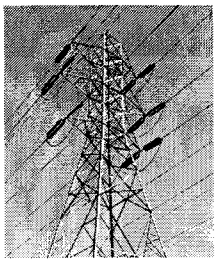
- **Protect small electricity customers from cost shifting** in the event some large energy users choose to buy power from non-utilities. **AB 2006 ensures** residents and small businesses will be protected from potential cost shifting resulting from larger customers choosing to leave their utility and be served by a third party energy provider.

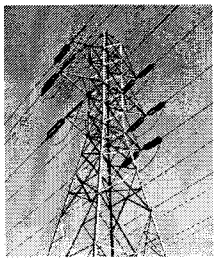
I look forward to continuing to work with you to secure passage of AB 2006 when the legislature returns in August. "Power at any price" is not a plan, and not an option. We need to make sure we are in control of our state's energy future and those who sell energy to Californians never again have more leverage than those of us who ultimately pay for it.

Thank you, again, for your time and involvement.

Jim Conran
President, Californians for Reliable Electric Service







There ought to be a law...

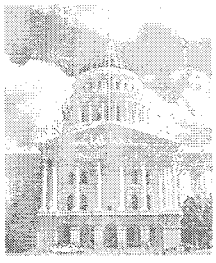
When the people of California know that the problems of the power crisis are not yet behind us, and the potential for another lies dead ahead . . .

When our safety and quality of life in California have been held in foul contempt by generators and traders of an indispensable product . . .

When the opportunism and greed of an unscrupulous few can place the reliability of our electric service in continuing jeopardy . . .

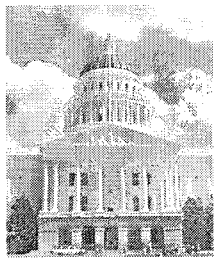
And when the ongoing regulatory uncertainty in our state makes power shortages, price spikes, and market manipulation a future certainty . . .

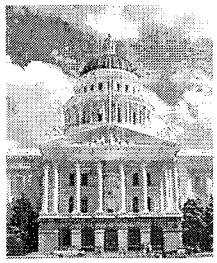
. . . then there ought to be a law — capable of protecting California consumers and our system of electric service from ever being victimized again by an out-of-control electricity market!



Assembly Bill 2006 is that law.

AB 2006 encourages investment in new power supplies, protects utility customers, and guards against market fraud — while giving large power users the kinds of choices they need to help keep our economy growing.





Please Join Us in Supporting AB 2006!

California Senior Action Network • Congress of California Seniors •
California Small Business Association • Consumers First • California Labor Federation, AFL-CIO •
Planning Conservation League • National Coalition of Hispanic Organizations •
California Black Chamber of Commerce • Antelope Valley Hispanic Chamber of Commerce •
Black Business Association • Korean American Federation of Los Angeles •
National Korean American Grocers Association • Culver City Chamber of Commerce •
Hanford Chamber of Commerce • Tulare/Kings Hispanic Chamber of Commerce •
American Indian Chamber of Commerce of California • Hemet/San Jacinto Chamber of Commerce •
Industry Manufacturers Council • San Bernardino Area Chamber of Commerce •
Palos Verdes Chamber of Commerce • CHARO Community Development Corp. •
San Gabriel Mountains Regional Conservancy • Rosemead Chamber of Commerce •
Asian Business League of Southern California • Chinatown Service Center •
Filipino American Service Group, Inc. • East Los Angeles Chamber of Commerce •
Milk Producers' Council • National Association of Women Business Owners - Orange County •
California State Conference of the NAACP • Consumers Coalition of California •
Latin Business Association •

Californians for Reliable Electric Service
1121 L Street, Suite 803, Sacramento, California 95814
(916) 443-0872 phone • (916) 442-3510 fax • www.4reliability.org

Paid for by Californians for Reliable Electric Service • Major funding by Southern California Edison Company

MEMO

TO: Energy and Environment Committee

FROM: Jeffrey Smith, Senior Regional Planner, (213) 236 1867, e-mail: smithj@scag.ca.gov

DATE: September 2, 2004

SUBJECT: Intergovernmental Review Year 2003 Activity Report – Executive Summary

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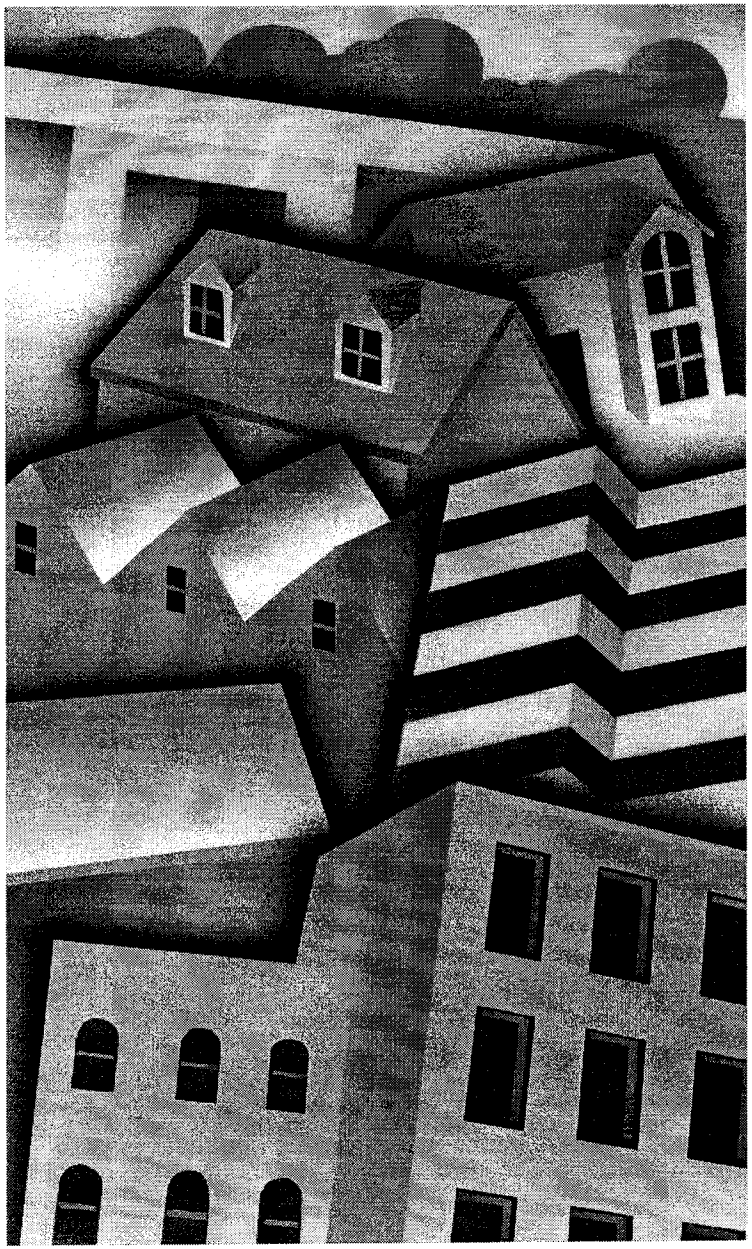
Recommended Action:
Information Only

Summary:
SCAG's Intergovernmental Review Section (IGR) is responsible for performing a consistency review for regionally significant local plans, projects and programs with policies of the Regional Comprehensive Plan and Guide and the Regional Transportation Plan.

Attached for the Committee's information, is an Executive Summary on IGR Activity for the Year 2003. The Summary provides information on the proposed potential number of dwelling units and square footage of new development based on information received by SCAG's IGR Section.

The Intergovernmental Review Year 2003 Activity Report and Executive Summary is now posted on SCAG's IGR Web Page at www.scag.ca.gov/igr.

Fiscal Impact:
The staff resources necessary for Intergovernmental Review are contained within the adopted Fiscal Year 2004 / 2005 SCAG Budget.



INTERGOVERNMENTAL REVIEW
YEAR 2003 ACTIVITY REPORT
EXECUTIVE SUMMARY

Projects Reviewed and Assessed by the
Southern California Association of Governments
Intergovernmental Review Section
for Consistency with the Policies of the
Southern California Association of Government's
Regional Comprehensive Plan and Guide
and the
Regional Transportation Plan

Prepared by:

Jeffrey M. Smith, AICP
Senior Regional Planner
Intergovernmental Review

Brett A. Sears, AICP
Associate Regional Planner
Environmental Planning Division

MAY 2004

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation - Federal Highway Administration and the Federal Transit Administration - under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.

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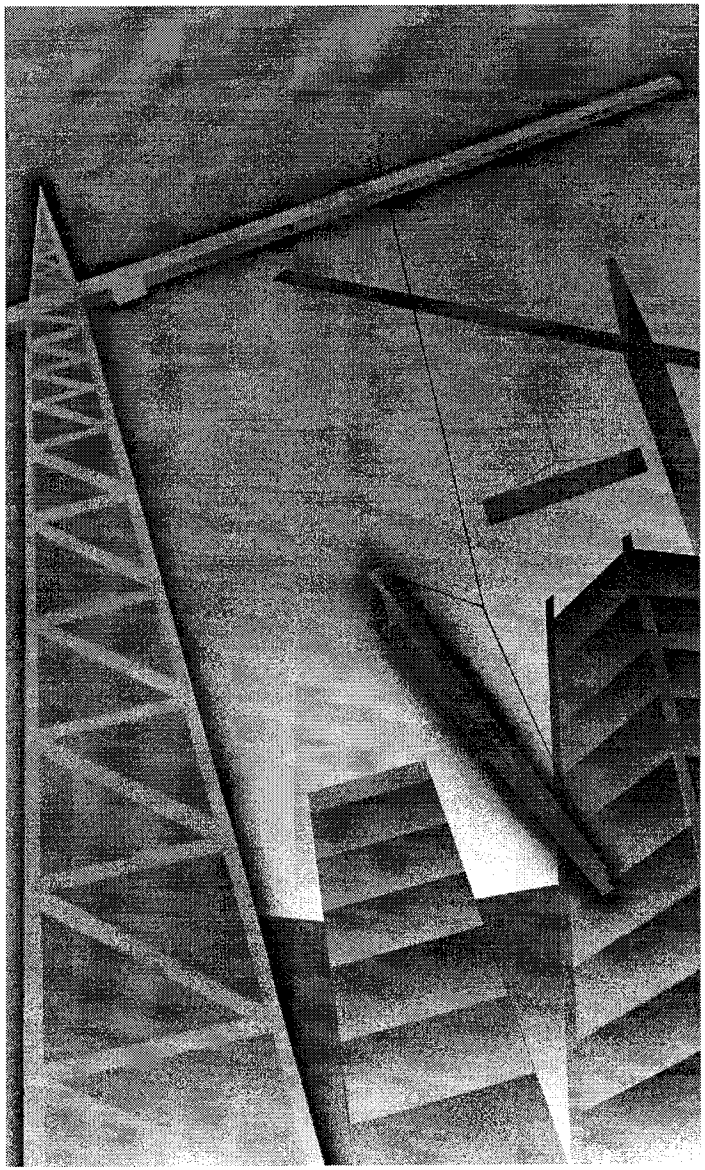

INTRODUCTION

The Intergovernmental Review Year 2003 Activity Report is a report on project activity and development potential in the Southern California region based on documentation received by the Southern California Association of Governments (SCAG) from state, local and non-profit agencies. SCAG is the designated Metropolitan Planning Organization for Southern California, responsible for addressing and resolving regional issues and planning for six counties, 187 cities and 14 subregions. Appendix A describes the various roles and responsibilities of SCAG. The SCAG Region includes Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Appendix B lists all of the cities and subregions within the Region. A map of the SCAG Region can be found on page 3.

The physical growth of Southern California is a result of development activity. This includes local plans, programs and projects that recognize land use development, transportation, public services and utilities, and other related projects within the SCAG region. Documentation for projects, local plans and programs, including projects of regional significance, are received by SCAG's Intergovernmental Review Section for review and comment.

ROLE OF INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects and programs with regional plans as outlined in SCAG's *Intergovernmental Review Procedures Handbook*. Projects are reviewed for consistency with the Regional Comprehensive Plan and Guide (RCPG) and the Regional Transportation Plan (RTP). A determination is made of the appropriate RCPG and RTP core and ancillary policies that apply to the specific project being reviewed. Project documentation is reviewed and an assessment is made on whether the project is consistent with or supportive of a specific RCPG and/or RTP policy.

REGIONALLY SIGNIFICANT PROJECTS

The criteria for projects of regional significance are defined in Section 15206 of the California Environmental Quality Act (CEQA)

Guidelines, and projects that directly relate to the policies and strategies contained in the RCPG and the RTP. The minimum list of criteria for projects of regional significance is included as follows:

CEQA REQUIREMENTS

- A proposed local general plan, element, or amendment thereof, for which an EIR was prepared.
- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.
- A proposed hotel/motel of more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.
- A project that would result in the cancellation of a Williamson Act Contract for any parcel of 100 or more acres.
- A project for which an EIR was prepared and which is located in and substantially impacting an area of critical environmental sensitivity. This includes the California Coastal Zone.
- A project that would substantially affect sensitive wildlife habitats such as riparian lands, wetlands, bays, estuaries, marshes, and habitats for rare and endangered species.
- A project that would interfere with the attainment of regional water quality standards as stated in the approved areawide wastewater management plan.
- A project that would provide housing, jobs, or occupancy for 500 or more people within 10 miles of a nuclear power plant.
- A project that has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located.

TRANSPORTATION

- Construction or expansion of freeways; state highways; principle arterials; routes that provide primary access to major activity centers, such as amusement parks, regional shopping centers, military bases, airports, and ports; goods movement routes, including both truck routes and rail lines; intermodal transfer facilities, such as transit centers, rail stations, airports, and ports; and fixed transit routes, such as light and heavy rail, and commuter rail.

PUBLIC SERVICES/UTILITIES

- New or expanded electrical generating facilities and transmission lines.
- Petroleum-related recovery operations, storage facilities or expansion of existing facilities and pipelines that are part of a regional or national distribution system.
- Flood control projects, dams, reservoirs or debris basins on or affecting a major body of water that has a tributary area of 20,000 acres at the county line; or facilities on a drainage course having a tributary basin of 50,000 acres and draining directly into the ocean.
- Regional water management plans.
- Sewage treatment facilities with a capacity of 750,000 gallons per day, of the expansion of an existing facility by that much, and any proposed interceptor.
- Water treatment facilities with a capacity of 225,000 gallons per day, or the expansion of an existing facility by that much, and proposed major arterial water mains.
- Proposed solid waste disposal sites in excess of 40 acres or the expansion of these facilities by 40 acres.
- Regional waste management plans.

OTHER PROJECTS

- Air quality regulatory plans.

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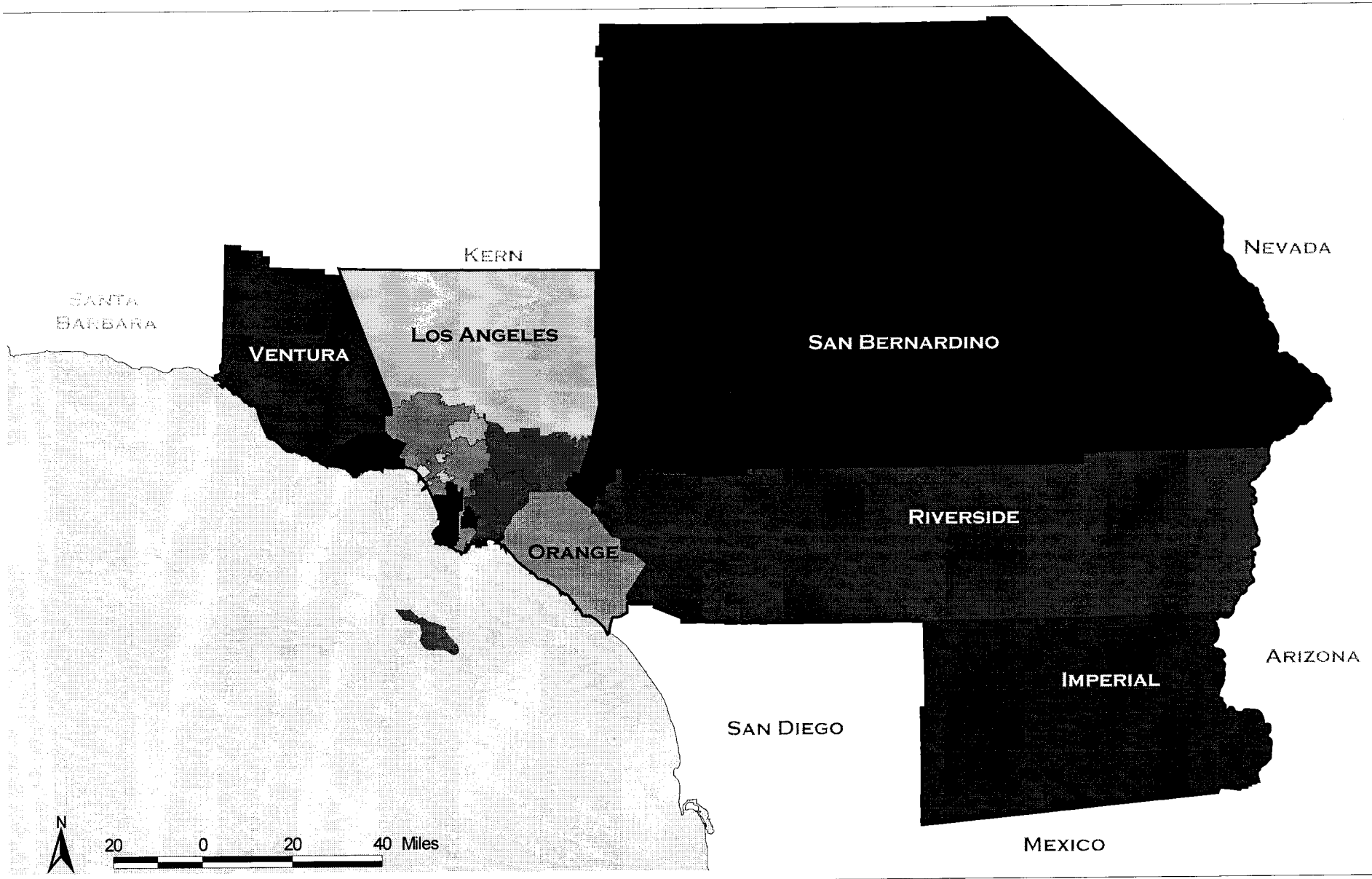
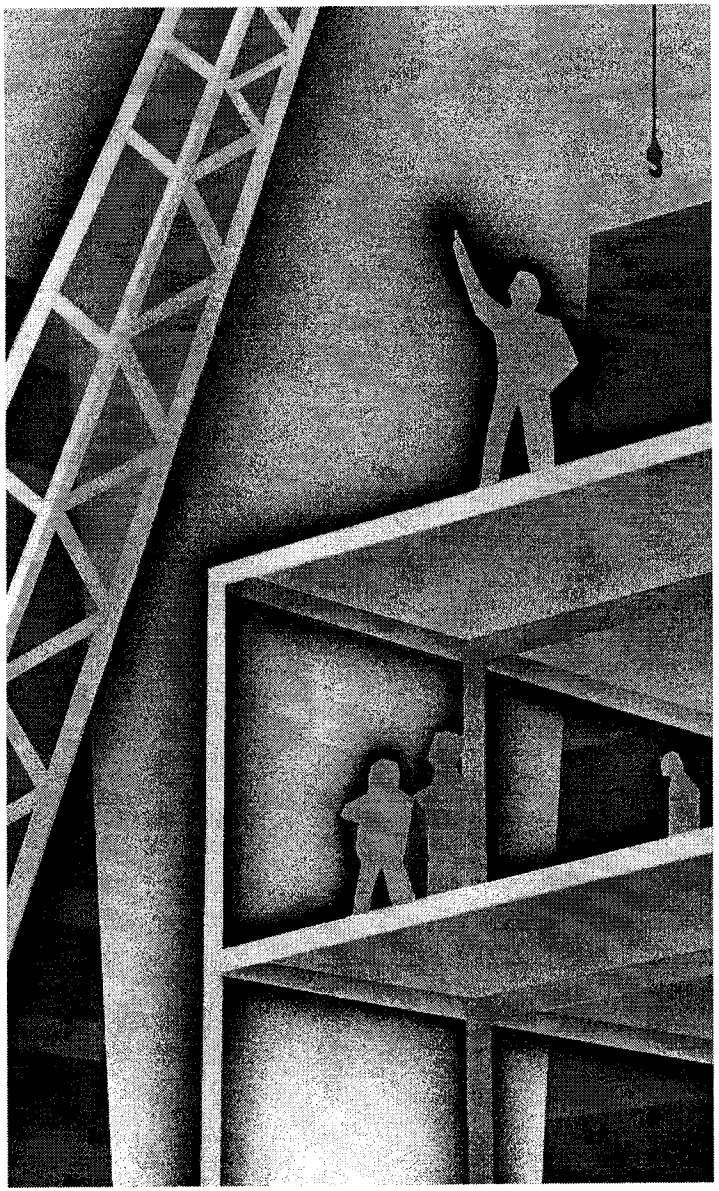


SCAG REGION AND SUBREGIONS

- Arroyo Verdugo Cities
- Coachella Valley Association of Governments
- City of Los Angeles
- Gateway Cities Council of Governments
- Imperial Valley Association of Governments
- Las Virgenes Malibu Council of Governments
- North Los Angeles County
- Orange County Council of Governments
- San Bernardino Associated Governments
- San Gabriel Valley Council of Governments
- South Bay Cities Council of Governments
- Ventura Council of Governments
- Western Riverside Council of Governments
- Westside Cities

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

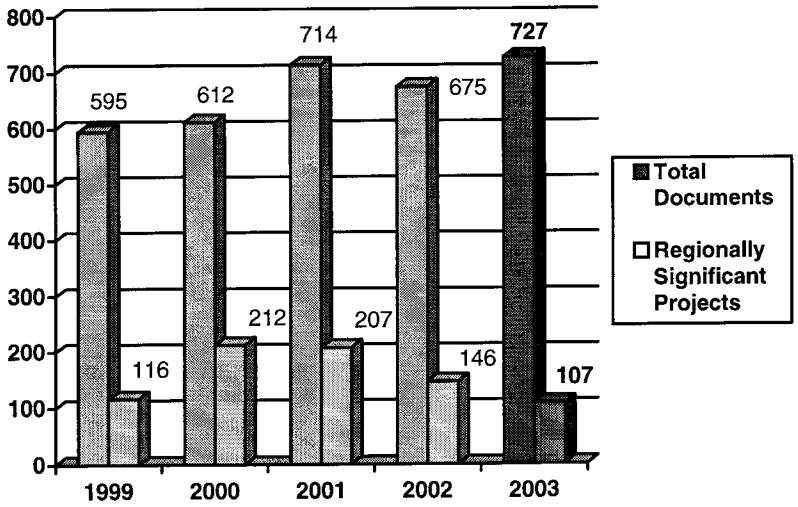


YEAR 2003 ACTIVITY SUMMARY

For the Year 2003, SCAG's IGR Section received, logged and reviewed over 700 documents for a variety of projects, programs and plans within the six county SCAG region. This is approximately an 8% increase in the number of documents received over last year. The following highlights activity for the Year 2003.

YEAR 2003 DETAILS

On average, SCAG's IGR Section receives over 650 documents each year for review and comment. SCAG received 595 documents in 1999, 612 documents in 2000, 714 documents in 2001, 675 documents in 2002, and 727 documents in 2003.



The following outlines IGR activity for the Year 2003:

YEAR 2003	TOTALS
TOTAL DOCUMENTS RECEIVED	727
PROJECTS OF REGIONAL SIGNIFICANCE	107

The majority of documents received, reviewed and commented on included Notices of Preparation (NOP) for environmental reports, Draft Environmental Impact Reports (Draft EIR, EIS, EIR/EIS), and

Negative and Mitigated Declarations (ND, MND). The majority of documentation received was for projects related to public facilities, residential development and general plan preparation. The following counties lead in local plan, project and program activity: Los Angeles, Riverside and Orange. The information provided below is an overall accounting of activities for the Year 2003:

QUARTERLY ACTIVITY	1ST QTR	2ND QTR.	3RD QTR.	4TH QTR.
TOTAL DOCUMENTS RECEIVED	191	174	192	170
REGIONALLY SIGNIFICANT PROJECTS REVIEWED	22	32	34	19

PROJECTS BY DOCUMENT TYPE	ALL DOCUMENTS	REGIONALLY SIGNIFICANT DOCUMENTS
NOP	182	54
DRAFT EIR, EIS	125	39
ENV. ASSESSMENT	41	5
NEG. DECLARATION	155	3
MIT. NEG. DECLARATION	91	6
PERMITS	76	0
GRANTS	57	0
TOTALS	***727***	***107***

PROJECTS BY DEVELOPMENT TYPE	ALL DOCUMENTS	REGIONALLY SIGNIFICANT PROJECTS
COMMERCIAL	82	4
GENERAL PLAN	55	21
INDUSTRIAL	27	6
MIXED-USE	36	15
OFFICE	8	3
PUBLIC FACILITIES	316	19
RESIDENTIAL	151	24
TRANSPORTATION	52	15
TOTALS	***727***	***107***

PROJECTS BY COUNTY	ALL PROJECTS	REGIONALLY SIGNIFICANT PROJECTS
IMPERIAL	49	4
LOS ANGELES	349	45
ORANGE	80	16
RIVERSIDE	112	19
SAN BERNARDINO	79	15
VENTURA	44	5
OTHER / OUTSIDE	14	3
TOTAL	***727***	***107***

YEAR 2003 DEVELOPMENT ACTIVITY SUMMARY

Another reason for this Report is to provide an accounting of potential new construction/development activity. The information in this section reflects the number of proposed development projects, as opposed to the overall totals outlined in the previous section.

Identifying the development type and determining the approximate square footage or number of residential units derives this information. The majority of documentation received in development activity was from Los Angeles, Riverside and Ventura Counties.

Documentation was received on 161 projects related to commercial, industrial, mixed-use, office and residential developments. The tables below summarize development activity for the Year 2003:

PROJECTS BY DEVELOPMENT TYPE	ALL PROJECTS	REGIONALLY SIGNIFICANT PROJECTS
COMMERCIAL	31	2
INDUSTRIAL	14	4
MIXED-USE	21	6
OFFICE	5	1
RESIDENTIAL	90	12
TOTALS	***161***	***25***

PROJECTS BY COUNTY	ALL PROJECTS	REGIONALLY SIGNIFICANT PROJECTS
IMPERIAL	5	0
LOS ANGELES	85	9
ORANGE	9	5
RIVERSIDE	22	4
SAN BERNARDINO	17	7
VENTURA	23	0
TOTAL	***161***	***25***

The table below shows each development type with its potential square footage and number of dwelling units. A map on page 13 shows the general location of each development type.

DEV. TYPES	REGIONALLY SIGNIFICANT PROJECTS	NON SIGNIFICANT PROJECTS	TOTAL SF / DU
COMMERCIAL	1,530,000 SF	3,723,691 SF	5,235,691 SF
INDUSTRIAL	21,501,000 SF	706,572 SF	22,225,572 SF
	4,379 DU	1,524 DU	5,903 DU
MIXED-USE	6,623,700 SF	1,119,383 SF	7,743,083 SF
OFFICE	300,000 SF	340,028 SF	640,028 SF
RESIDENTIAL	29,923 DU	10,492 DU	40,415 DU

This section describes project and development activity locations by providing a regional summary and a discussion of each development type and proposed development by County for 2003. The proposed development activity for 2003 is summarized as follows:

DEVELOPMENT ACTIVITY

REGIONAL SUMMARY

In 2003, twenty-five projects of regional significance were received. These projects consisted of a development potential of over 34,000 dwelling units and approximately 30,000,000 square feet of commercial, industrial and office floor area, combined. Project documentation on residential and commercial development projects were the most frequent type of development information received in 2003.

Commercial development projects often were clustered near housing developments throughout the region. Two regionally significant commercial developments were located in the City of Inglewood, Los Angeles County, and the City of Grand Terrace, San Bernardino County.

Documentation was received for residential development projects of regional significance in the outlying parts of the SCAG region, including such areas as southern Orange County, southwestern Riverside County, northern Los Angeles County, and San Bernardino County. Other regionally significant residential development projects were found within the Los Angeles basin, in the City of Pasadena, southeast Los Angeles County, and central Orange County. Numerous smaller residential development project locations occurred across the region in all six counties. These smaller developments amount to only 29% of the total number of dwelling units proposed for all projects.

Large industrial development projects were planned near the Ontario International Airport and near the City of Victorville at the Southern California Logistics Airport in San Bernardino County.

Mixed-use development projects continued a trend seen in the 2002 report and were located primarily in the urban core of Los Angeles and Orange Counties.

Office development projects remained few in number and small in square footage. Some office space floor area was captured in mixed-use developments. However, the market has not been demanding new office development. In fact, in some parts of the region, such as downtown Los Angeles, vacant office buildings were, and continue to be, converted to residential uses.

COMMERCIAL DEVELOPMENT

Documentation was received for thirty-one projects. This represents a development potential of approximately 5.23 million square feet of

commercial floor area. The majority of the proposed new commercial development occurred in Los Angeles County where twenty projects were proposed. Regionally significant commercial development projects were proposed to be located in the City of Inglewood in Los Angeles County and the City of Grand Terrace in San Bernardino County. Other commercial development was spread across the region but clustered on the west side of Los Angeles and eastern San Gabriel Valley. Commercial project locations and residential project locations often were in close proximity to each other in 2003. The commercial developments provide the shopping and amenities that will be utilized by residents in the new residential developments.

Industrial Development

Staff received documentation on fourteen projects, which represents a development potential of approximately 22.2 million square feet of industrial floor area. The majority of the proposed new industrial development occurred in San Bernardino County, consisting of four projects. San Bernardino County has become the regional center of warehousing and distribution with its proximity to major highways, freight rail lines, and cargo airports located here. Regionally significant industrial projects were proposed near the Ontario International Airport and the Southern California Logistics Airport.

Several of the industrial development projects were located in the City Oxnard in Ventura County and one project was located in the City of El Centro in Imperial County. These projects comprised less than 5% of the square footage of the four regionally significant projects proposed for development in San Bernardino County.

Mixed-Use Development

Documentation was received for twenty-one projects related to mixed-use development. These projects represent a development potential of approximately 7.7 million square feet of a mix of commercial, office and industrial uses, along with approximately 5,900 residential units. Two-thirds of the proposed new mixed-use developments occurred in Los Angeles County. Mixed-use development projects were located primarily in the urban core of the region, in southern Los Angeles County and in Orange County. There were three regionally significant mixed-use projects in both Los Angeles County and Orange County. These projects included approximately 4,380 residential units and over 6.6 million square feet of a mix of commercial and office uses.

A few mixed-use projects were scattered outside of the Los Angeles basin in Ventura County, northern Los Angeles County, and the Inland Empire. Mixed-use developments were spreading to these areas but remained primarily a tool to accommodate growth and to revitalize the older, urban core of the region.

Office Development

Staff received documentation on five office development projects. These proposed projects represent a development potential of approximately 640,000 square feet of office floor area. The majority of the proposed new office development occurred in Los Angeles County where two projects were proposed. Similar to 2002, the market continued to dictate that office development, standing alone, was not preferred. It is assumed that developers coupled office uses with other types of uses to make them profitable. Some of the mixed-use developments included office space among the total square footage reported.

There was only one regionally significant office development project in 2003, proposed in the City of El Segundo in Los Angeles County.

Residential Development

Documentation was received on ninety residential development projects. These proposed projects represent a development potential of approximately 40,400 dwelling units. The majority of the proposed new residential units occurred in Orange County. Reviewing residential project development locations for 2003, the greatest numbers of residential units were proposed to be developed in the Inland Empire, specifically western Riverside County. Reviewing the map on page 13, it may appear that the majority of residential development took place in southern Los Angeles County. However, many of these locations represented a

single residential project consisting of a single-family unit. It should be noted that Los Angeles County consisted of the most residential development projects with fifty.

Several regionally significant housing developments were proposed in southwestern Riverside County. Lower housing prices and commuters working in San Diego County and Orange County, as well as those working in Riverside County, fueled housing development here. Commuting from southwestern Riverside County to San Diego County has become a regional issue that will continue to grow as vacant land in this part of the region is converted to housing.

Counties

Imperial County

Five project developments were received for Imperial County in 2003. Four of these were clustered near Interstate 8 in El Centro, taking advantage of being in the county's largest city and along a major transportation corridor. No projects of regional significance were proposed in Imperial County. In addition, no mixed-use projects were proposed for development.

Los Angeles County

Eighty-five projects were received for Los Angeles County. Many of these projects were residential developments. However, the total dwelling units for most of the projects were low, even as low as one residential unit in some cases in the City of South Pasadena. Residential project developments were received across the county. There was a cluster of development in the Pasadena–South Pasadena area, as well as the eastern San Gabriel Valley. Residential project developments also were occurring along the coast in residential projects and mixed-use projects.

Mixed-use projects were scattered throughout the county, including four regionally significant projects. Cities in the urban core were turning to this type of development in order to accommodate growing populations while dealing with their constraints on vacant developable land.

Commercial development projects were clustered near housing developments, potentially to serve new residents as well as existing residents.

There was only one office development, a regionally significant development proposed in the City of El Segundo. Most new office space was included in mixed-use projects. There were no industrial projects proposed for development. New industrial development has moved to other counties to take advantage of open, less expensive land.

Orange County

Nine projects were received for Orange County. These projects included proposed residential, mixed-use and office developments. Five of these projects were of regional significance. Mixed-use projects combined hotels with residential and commercial uses. The Ranch Plan in southern Orange County was the largest residential project received in 2003, with 14,000 residential units proposed. No proposed commercial or industrial development projects were received for Orange County.

Riverside County

Twenty-two projects were received for Riverside County. Residential development along busy transportation corridors was the most visible theme that appeared when reviewing project development locations for Riverside County in 2003. Southwestern Riverside County had three regionally significant developments as well as several other residential developments planned. These residential units serve a growing population and new homeowners looking for single family homes that meet their income. Some of these residents will be commuting south on Interstate 15 to San Diego County or west into Orange County.

Several smaller proposed residential developments were located along State Route 91, on the northwestern-most part of Riverside

County. Some of these future residents will be commuters traveling into Orange and Los Angeles Counties. Housing pushed further east with a regionally significant residential development in the City of Banning. Riverside County also received development proposals for commercial and mixed-uses. No industrial or office projects were proposed for Riverside County.

San Bernardino County

Seventeen projects were received for San Bernardino County. Project development locations in San Bernardino County were clustered in the southwestern portion of the county, south and west of the mountains and close to Los Angeles, Orange and Riverside Counties. Regionally significant industrial, residential, and commercial developments all were found here. Regionally significant industrial and residential development was proposed to take place in the Victorville area. San Bernardino County plays a large role in goods movement and will continue to do so with increasing activities to build industrial projects.

Ventura County

Twenty-three projects were received for Ventura County. Almost all development in Ventura County was clustered in or near the City of Oxnard. This area had a number of proposed industrial developments and several commercial developments, taking advantage of the close proximity to the U.S. 101 Freeway. Residential development was clustered closer to the coast, with the exception of one project in Simi Valley.

Similar to the 2002 report, the SOAR (Save Open Space and Agricultural Resources) initiatives in much of Ventura County limit where growth can occur. Seeing the clustered development location leads one to believe that the SOAR initiatives are channeling growth like they were intended to do. Maps on pages 13 and 111, shows small, clustered development type projects. None of the projects received for Ventura County was regionally significant.

Year 2002 / Year 2003 Comparison

In 2002, SCAG compiled similar information for development activity within the region. Overall, documentation was received for over 670 items related to a variety of projects, programs and plans. Documentation was received for 139 projects related to proposed commercial, industrial, mixed-use, office and residential development activity. Of that total, 28 projects were of regional significance. Provided below is the overall activity for each development type.

Year 2002 Development Activity Summary

DEV. TYPES	REGIONALLY SIGNIFICANT PROJECTS	NON SIGNIFICANT PROJECTS	TOTAL SF / DU
Commercial	1,570,000 SF	2,016,012 SF	3,586,012 SF
Industrial	1,840,721 SF	7,340,000 SF	9,180,721 SF
	17,744 DU	2,648 DU	20,392, DU
Mixed-Use	30,499,220 SF	2,415,543 SF	32,914,763 SF
Office	0 SF	293,630 SF	293,630 SF
Residential	14,020 DU	8,090 DU	22,110 DU

Provided below is a comparison of development type and activity for 2002 and 2003.

Commercial

YEAR	REGIONALLY SIGNIFICANT PROJECTS	TOTAL NO. PROJECTS	TOTAL SF / DU
2002	2	19	3,586,012 SF
2003	2	31	5,253,681 SF

Industrial

YEAR	REGIONALLY SIGNIFICANT PROJECTS	TOTAL NO. PROJECTS	TOTAL SF / DU
2002	2	16	8,840,012 SF
2003	4	14	22,225,572 SF

Mixed-Use

YEAR	REGIONALLY SIGNIFICANT PROJECTS	TOTAL NO. PROJECTS	TOTAL SF / DU
2002	13	30	20,392 DU 32,914,763 SF
2003	6	21	5,903 DU 7,743,083 SF

Office

YEAR	REGIONALLY SIGNIFICANT PROJECTS	TOTAL NO. PROJECTS	TOTAL SF / DU
2002	0	5	293,630 SF
2003	1	5	640,028 SF

Residential

YEAR	REGIONALLY SIGNIFICANT PROJECTS	TOTAL NO. PROJECTS	TOTAL SF / DU
2002	11	69	21,110 DU
2003	12	90	40,415 DU

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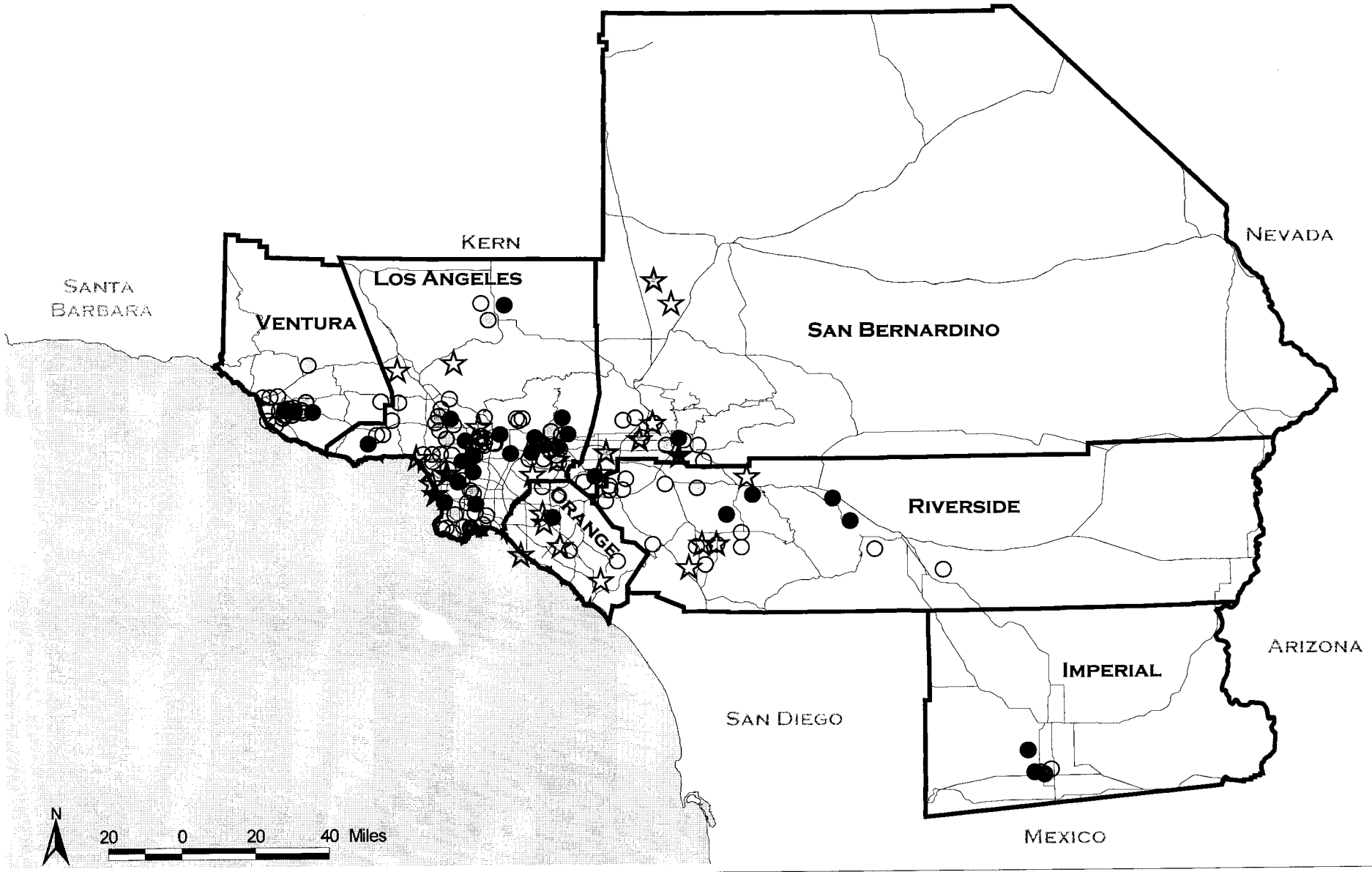

PROJECT DEVELOPMENT LOCATIONS - 2003

- COMMERCIAL
- INDUSTRIAL
- MIXED-USE
- OFFICE
- RESIDENTIAL
- REGIONALLY SIGNFICANT (COLOR DENOTES DEVELOPMENT TYPE)

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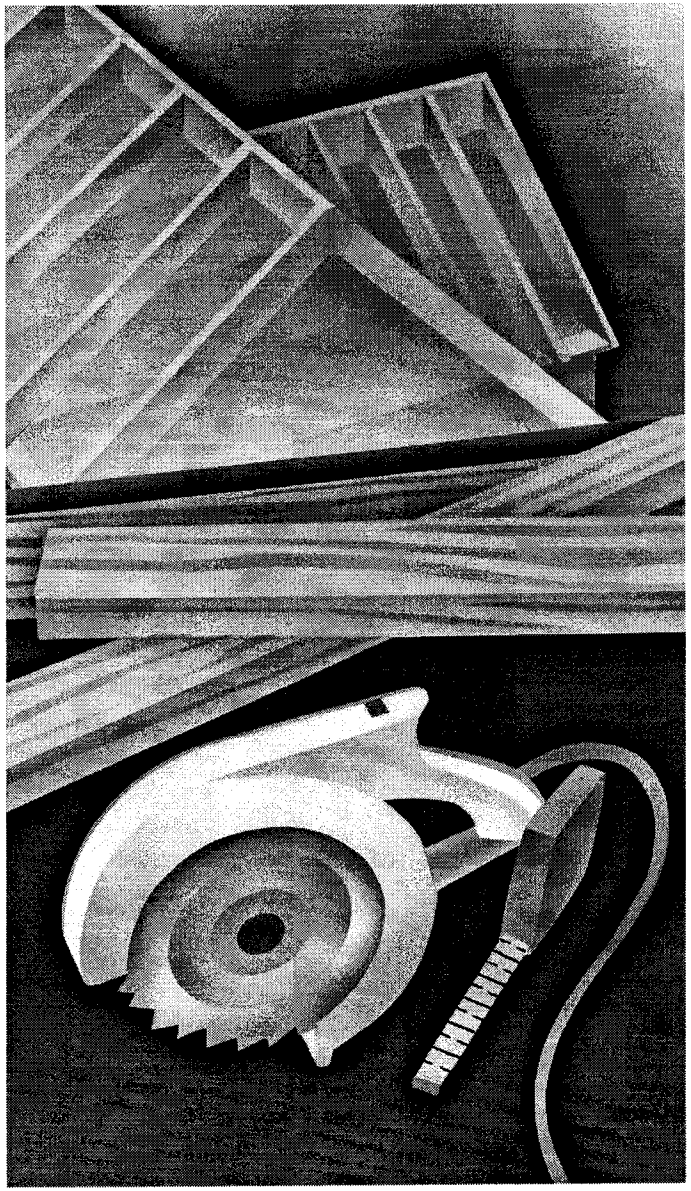
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



APPENDICES

Appendix A:
Roles and Authorities of the
Southern California Association of Governments

Appendix B:
Counties and Cities of the
Southern California Association of Governments Region

APPENDIX A:

ROLES AND AUTHORITIES OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

- SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

- SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

- SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

- Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

- SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

- SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

- Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

- SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

- SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

APPENDIX B:

COUNTIES AND CITIES OF THE
SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS REGION

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
Phone: 213/236-1800

REGION: Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, Ventura County and 187 cities

SUBREGIONAL COUNCILS OF GOVERNMENT: Arroyo Verdugo Cities, Coachella Valley Association of Governments, Gateway Cities Council of Governments, Imperial Valley Association of Governments, Las Virgenes-Malibu Council of Governments, City of Los Angeles, North Los Angeles County, Orange County Council of Governments, San Bernardino Associated Governments, San Gabriel Valley Council of Governments, South Bay Cities Council of Governments, Ventura County Council of Governments, Western Riverside Council of Governments, Westside Cities

IMPERIAL COUNTY
Brawley
Calexico
Calipatria
El Centro
Holtville
Imperial
Westmorland

LOS ANGELES COUNTY
Agoura Hills
Alhambra
Arcadia
Artesia
Avalon
Azusa
Baldwin Park
Bell
Bellflower
Bell Gardens
Beverly Hills
Bradbury
Burbank
Calabasas
Carson
Cerritos
Claremont
Commerce
Compton
Covina
Cudahy
Culver City
Diamond Bar
Downey
Duarte
El Monte
El Segundo
Gardena
Glendale
Glendora
Hawaiian Gardens
Hawthorne
Hermosa Beach
Hidden Hills
Huntington Park
Industry
Inglewood
Irwindale
La Canada Flintridge

000083

La Habra Heights
Lakewood
La Mirada
Lancaster
La Puente
La Verne
Lawndale
Lomita
Long Beach
Los Angeles
Lynwood
Malibu
Manhattan Beach
Maywood
Monrovia
Montebello
Monterey Park
Norwalk
Palmdale
Palos Verdes Estates
Paramount
Pasadena
Pico Rivera
Pomona
Rancho Palos Verdes
Redondo Beach
Rolling Hills
Rolling Hills Estates
Rosemead
San Dimas
San Fernando
San Gabriel
San Marino
Santa Clarita
Santa Fe Springs
Santa Monica
Sierra Madre
Signal Hill
South El Monte
South Gate
South Pasadena
Temple City
Torrance
Vernon
Walnut
West Covina
West Hollywood
Westlake Village
Whittier

ORANGE COUNTY

Aliso Viejo
Anaheim
Brea
Buena Park
Costa Mesa
Cypress
Dana Point
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
La Habra
Lake Forest
La Palma
Los Alamitos
Mission Viejo
Newport Beach
Orange

Placentia
Rancho Santa Margarita
San Clemente
San Juan Capistrano
Santa Ana
Seal Beach
Stanton
Tustin
Villa Park
Westminster
Yorba Linda

RIVERSIDE COUNTY
Banning
Beaumont
Blythe
Calimesa
Canyon Lake
Cathedral City
Coachella
Corona
Desert Hot Springs
Hemet
Indian Wells
Indio
Lake Elsinore
La Quinta
Moreno Valley
Murrieta
Norco
Palm Desert
Palm Springs
Perris
Rancho Mirage
Riverside
San Jacinto
Temecula

SAN BERNARDINO COUNTY
Adelanto
Apple Valley
Barstow
Big Bear Lake
Chino
Chino Hills
Colton
Fontana
Grand Terrace
Hesperia
Highland
Loma Linda
Montclair
Needles
Ontario
Rancho Cucamonga
Redlands
Rialto
San Bernardino
Twentynine Palms
Upland
Victorville
Yucaipa
Yucca Valley

VENTURA COUNTY
Camarillo
Fillmore
Moorpark
Ojai
Oxnard
Port Hueneme
San Buenaventura (Ventura)
Santa Paula
Simi Valley
Thousand Oaks

ACKNOWLEDGEMENTS

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Mission Statement

Leadership, vision and **progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Southern California Association of Governments
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REGIONAL COUNCIL MEMBERS

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FIRST VICE PRESIDENT:
Ron Roberts, Temecula

SECOND VICE PRESIDENT:
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PAST PRESIDENT:
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Alta Duke, La Palma
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Ron Roberts, Temecula

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Deborah Robertson, Rialto

VENTURA COUNTY
Judy Mikels, Ventura County
Glen Becerra, Simi Valley
Carl Morehouse, San Buenaventura
Toni Young, Port Hueneme

ORANGE COUNTY TRANSPORTATION AUTHORITY
Charles Smith, Orange County

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
Robin Lowe, Hemet

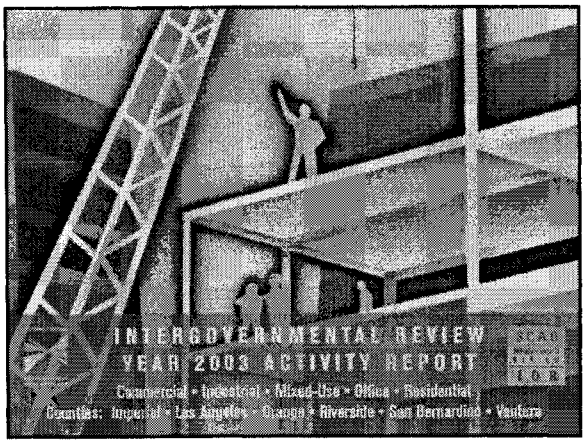
VENTURA COUNTY TRANSPORTATION COMMISSION
Bill Davis, Simi Valley

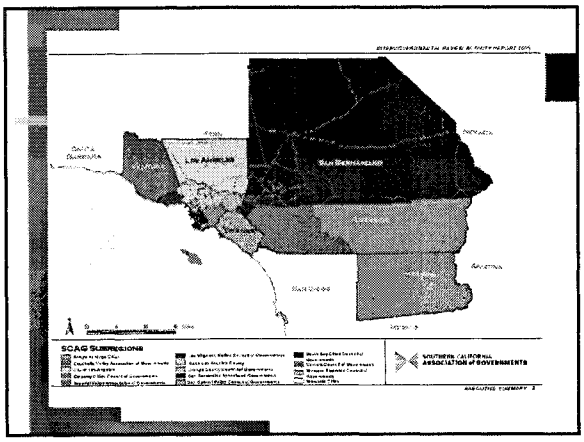
Rev. 03/03/04

NOTES

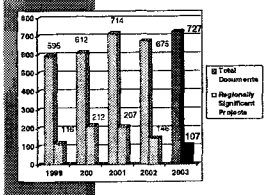
NOTES

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS





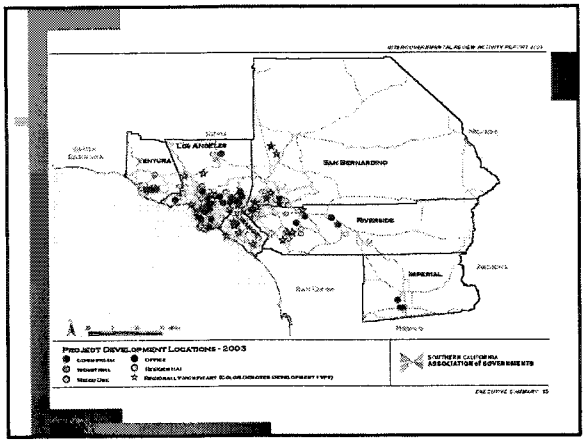
Year 2003 Activity



- **Documentation:**
  727 Documents received
  107 Projects of Regional Significance
  Los Angeles, Riverside, Orange
  Pub. Facilities, Residential, General Plans
- **Development Projects:**
  161 Projects
  25 Projects of Regional Significance

Commercial:	31 projects,	5.2 million s.f.
Industrial:	14 projects,	22.2 million s.f.
Mixed-Use:	21 projects,	7.7 million s.f. 5,900 du
Office:	5 projects,	640,000 s.f.
Residential:	90 projects,	40,415 du

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



Year 2003 Trends

- **Commercial Development:** Two-thirds of all commercial development occurring in Los Angeles County.
- **Industrial Development:** Major projects in the Inland Empire, San Bernardino County. Smaller projects in Ventura County.
- **Mixed Use Development:** Primarily located in southern Los Angeles County and Orange County. Two-thirds of all mixed-use development occurring in Los Angeles County.
- **Office Development:** The market is not supporting single use office developments. Office space that is being built is being built in mixed-use settings.
- **Residential Development:** Majority of new residential units to be developed in Orange and Riverside Counties.

Year 2002 / Year 2003 Comparison

Year	Total No. of Projects	Total S.F./DU
2002	19	5,580,012 s.f.
2003	21	5,233,681 s.f.

Year	Total No. of Projects	Total S.F./DU
2002	16	3,840,012 s.f.
2003	14	22,225,572 s.f.

Year	Total No. of Projects	Total S.F./DU
2002	36	32,914,763 s.f. 20,292 du
2003	21	7,743,283 s.f. 5,903 du

Office

Year	Total No. of Projects	Total S.F./DU
2002	6	293,630 s.f.
2003	6	640,023 s.f.

Residential

Year	Total No. of Projects	Total S.F./DU
2002	69	21,110 du
2003	90	40,415 du

MEMO

TO: Energy and Environment Committee

FROM: Brett Sears, Associate Regional Planner, (213)-236-1810, sears@scag.ca.gov

DATE: September 2, 2004

SUBJECT: Clean Cities Program

RECOMMENDED ACTION: Information only.

SUMMARY:

At its regular meeting in May of 1991, the SCAG Regional Council approved a request to the Secretary of the U.S. Department of Energy to designate SCAG as a member of the Clean Cities Program. The Clean Cities Program was established by the U.S. Department of Energy to support locally based government/industry partnerships in the expanded use of vehicles operating on alternative fuels. Currently, The Partnership administers the Clean Cities Program in the SCAG region.

The Partnership's Clean Cities Coordinator will summarize the Clean Cities activities for the past fiscal year.

FISCAL IMPACT: All work related to this memo is contained within the FY04-05 work program.

MEMO

DATE: **August 11, 2004**

TO: **Energy and Environment Committee**

FROM: Ashwani Vasishth, (213) 236-1908

RE: **Regional Comprehensive Plan Development**

Recommended Action:

For information only.

Summary:

The Regional Council has directed the preparation of a new Regional Comprehensive Plan (RCP), following from the SCAG Strategic Plan and pursuant to the current OWP. Staff has initiated the preliminary process of developing the RCP, which is intended as a vehicle to support region-wide implementation of policies and recommendations deriving from SCAG's Regional Transportation Plan (RTP) and the Southern California Compass growth visioning process.

A Preliminary Work Plan and Concept document is appended below.

Background:

The purpose of the RCP is to implement and promote policy objectives of the Regional Council, fulfill the new organizational Strategic Plan, and serve to assist outside parties in working within regional plans. As such, the Regional Comprehensive Plan utilizes SCAG's other, on-going planning efforts, notably, the RTP along with the RTP Program Environmental Impact Report (PEIR), the Regional Transportation Improvement Program, and the Southern California Compass.

The RCP serves to consolidate and translate these efforts to promote external, independent action within the region. The RCP is also the primary tool for implementing mitigation measures identified in the RTP PEIR. The RCP effort for 2004-05 will produce a draft plan and its subsequent public participation process, with adoption of final plan anticipated for FY 2005-06.

Fiscal Impact:

The staff resources necessary to support the development of the Regional Comprehensive Plan are contained within SCAG's Fiscal Year 2004-05 Budget.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2004-2005 REGIONAL COMPREHENSIVE PLAN

CONCEPT AND PRELIMINARY WORK PLAN
DISCUSSION DRAFT

Purpose:

The Regional Comprehensive Plan and Guide (RCPG) promotes policy objectives of the Regional Council, fulfills and implements the new organizational Strategic Plan, and serves to assist outside parties in implementing regional plans. As such, the Regional Comprehensive Plan and Guide is an extension of SCAG's other, on-going planning efforts, notably, the Regional Transportation Plan (RTP) along with the RTP Program Environmental Impact Report (PEIR), Regional Transportation Improvement Plan, and Southern California COMPASS. The RCPG serves to consolidate and translate those efforts to promote external, independent action.

Features of the Plan

- Comprehensive:
  The RCPG, as noted above, is primarily intended as a guide for local governments and other external entities in interpreting and implementing other regional plans and policy objectives. As such, it focuses on areas of SCAG responsibility as defined by Federal and State law, including transportation planning, air quality, housing, and growth. A chapter is dedicated to each of these areas. However, in recognition of the inter-connected-ness of planning disciplines, and with an eye toward outcomes, the RCPG treats all issues related to the region's overall well-being. As such, chapters are dedicated to such issues as the economy, resource management as well as other (tbd).

- Action Oriented
  The RCPG will describe conditions and objectives around each issue. However, the major focus of each chapter will be on specific actions for specific identified stakeholders. The RCPG will be the primary tool for implementing mitigation measures committed by SCAG in the RTP PEIR. Further, the RCPG will create definitions and delineate thresholds for SCAG's Inter-Governmental Review efforts.

- Advisory
  SCAG is a voluntary member organization comprised of local governments, and creates a forum with the ability to affect policy and practice of outside parties. As such, the RCPG is intended to be an advisory document that clearly lays out steps that local governments and others can choose to take in support of regional objectives. The decision to pursue such objectives belongs solely to the independent actor. That said, SCAG will work proactively to demonstrate the benefits of pursuing the objectives identified in the plan.

- Long Range
  The RCPG is intended to work as a companion piece to other planning efforts around the region and state. Though the RCPG is updated by SCAG periodically (approximately 3-5 years), the plan itself will discuss long term actions and outcomes for the region. At a minimum, the RCPG will feature the same 25-year planning horizon featured in the RTP. At the same time, the plan will discuss shorter term goals and objectives analogous to the horizons in the RTIP.

- Measurable, Follow-up activities
  In addition to recommending specific actions, the RCPG will set specific targets both for external action in support of the plan, and for measurable effect on the welfare of the region. Future RCPG will track progress on meeting targets.

- Format

  As described above, and similar to previous RCPG, the plan will contain a chapter each devoted to identified issue areas. These areas will include transportation, environment, growth/land-use, and housing (exact titles tbd). Other areas will be added based on future discussion. Each chapter will contain a like format which will include a description of a specific regional policy objective(s) current conditions, a discussion of potential approaches, and recommended actions for specified stakeholders.

Preparation

- Policy Guidance

  As noted above, the RCPG serves to advance policy objectives as determined by the Regional Council and featured in other SCAG plans. Particularly of note, the Southern California COMPASS (Growth Visioning) project features several specific recommendations for local governments aimed at improving land-use and urban form in the region and building efficiencies in the transportation system. The 2005 RCPG will contain special emphasis on local implementation actions that emerge from the COMPASS program. The overall policy objectives of the RCPG will be approved by the Regional Council prior to plan drafting.

- Cooperative Approach

  As the RCPG is intended to facilitate action by outside parties, the process for developing the plan must be open and participatory. The Regional Council will set and determine the policy objectives upon which the plan will be based. In addition, SCAG proposes to involve local and other levels of government, private industry groups, residents and other stakeholders in the development of the plan. SCAG will utilize various on-going public outreach and involvement efforts to this end, but may also form a single purpose, ad-hoc advisory group for this purpose.

- Staff

  Each chapter will have an identified lead staff and support staff. The chapter leads will form a core team for the plan, and will meet periodically to guide progress on the plan. Jacob Lieb is the project manager, and will lead this effort to its conclusion, along with writing the introduction and executive summary.

- Environmental Impact Report

  At this time, staff believes that 2004 RTP PEIR will be largely or entirely sufficient to cover actions described in the RCPG for which SCAG has authority. However, it may be desirable to prepare an additional EIR, albeit with a limited scope. Discussions on this should proceed promptly, and we should reach a decision by April 2004.

- Timelines

  Drafting of some chapters, based on assignment in 2003-04 Work Programs, will proceed prior to July 2004. Otherwise, plan milestones and progress will be as follows:

  1. Policy Committee, public dialogue on policy objectives
     July-Sept. 2004
  2. Regional Council sign-off on project plan, policy objectives
     Sept. 2004
  3. Drafting
     Sept-Dec. 2004
  4. Policy Committee, public review process
     Jan-June 2005
  5. Adoption
     Summer of fall 2005